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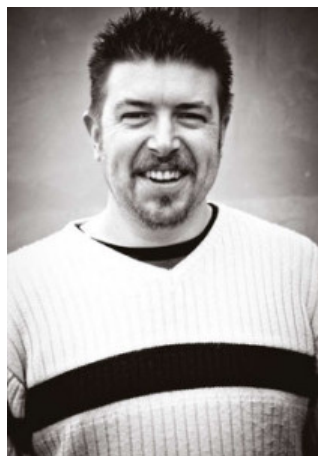
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# editor's letter



**DAVE SMITH**  
EDITOR

"That man next door  
has got a dirty old  
truck with rude signs  
on it, but don't worry,  
I've written to the  
council..."



**T**here are some things in life that happen with a dread, groan-inducing certainty. If there is a spoon in the kitchen sink, then no matter what the position of the spoon or the tap, the jet of water from the tap will hit the bowl of the spoon and go everywhere. It's the same sod's law that makes dropped toast land butter-side down.

It's the same unwritten rule that states that wheresoever there may be a motor racing venue, yea there shall follow noise complaints. Drag racing is noisy; it's one of the few motor sports that allows participants to run unsilenced engines. Drag strips tend to be in out-of-the-way places, which follows, as they all started life as wartime airfields and you don't exactly build those in the suburbs. Santa Pod seem to be able to parry noise complaints. York Raceway is miles from civilisation but I bet they still get their fair share.

Shakespeare County have been given loads of hoops to jump through by the local council but, fair play, they've jumped through them and built acoustic banks and walls.

It's not just drag strips, though. A couple of years ago I went to a track day at Mallory Park and had an absolute blast. That venue was brought to its knees by complaints from residents later that same year. The latest one I read about is Lydden Hill in Kent, which is having to abandon events to keep the neighbours happy.

I remember when Rockingham Raceway opened in 2001, and there was a piece on the local news featuring one of the then-new ASCAR racers following a camera truck around the oval. One of the top guys at Rockingham told me that within minutes of the news piece airing, the council had received half a dozen noise complaints. Amazing, he said, considering that the footage was shot the previous day, and that the ASCAR was actually being towed around the oval by the camera truck because it didn't have an engine in it yet... It must have been a

**"What we need is not quieter race tracks, but better neighbours"**

major upheaval for the Corby locals, having a race track in place of the pastoral tranquility of the steelworks that was on the site previously.

I think what we need is not quieter race tracks, but better neighbours.

Personally, I'd love to live near a track. With so many race tracks being branded 'brownfield sites' and slated for redevelopment, I think what we need is a complex of new homes built on the site, specifically aimed at petrolheads. One- or two-bedroom flats built above four-car garages. Appropriate street names, like Builtforthe Street, Kingofthe Road, and Dropitin Drive. No speed bumps. If you're thrashing in the garage at 10pm on Friday night, desperate to be ready for race day Saturday, your neighbour is less likely to come round with a baseball bat than with a mug of tea, his toolbox and an offer of help. Perhaps a nice, ornamental gallows at the end of the street to serve as a warning to any wandering car or 'bike thieves. And the best bit? You could leave the race track in situ, and just build around it! I'd call it Autopia. Who's with me?

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## No S\*\*t, Sherlock Bulletin

A survey by motoring.co.uk showed that 88% of respondents believe that speed cameras are used by police forces solely to generate income, and not for road safety. This came after a Bedfordshire Police Commissioner said that leaving the M1 SMART cameras on 24/7 was the only way to keep the Bedfordshire force viable...



# ACMnews

THIS MONTH'S PRESSING ISSUES IN THE WORLD OF AMERICAN CARS

news

## A Kick Up The Pick-Up

Last year we test drove the latest Holden-based Vauxhall VXR8 GTS.



Now, because the old 425bhp LS3 motor was clearly for pansies, those mental Aussies have dropped a very slightly de-tuned version of the GTS's supercharged 6.2-litre LSA V8 into the Maloo pick-up. The Maloo LSA now gets 536bhp, 495ft.lb. of torque, goes 0-60mph in 4.6 seconds and will haul up to 540kg. That means it's officially a commercial vehicle and you can claim the VAT back... oh, boy. It gets standard launch control (*I should bloody hope so!* - DS) on six-speed manual versions,

a limited-slip diff (*same again* - DS), sat-nav, Bluetooth, Onyx leather trim, Enhanced Driver Interface, redesigned front end with splitter and black bonnet vents. Black also features on the mirror-backs, wing vents and new 20-inch five-spoke alloys. New colours include Slipstream blue and Some Like It Hot red, so it's safe to say that there aren't many calming pastels on the palette. This unbridled lunacy is everything the Chevrolet El Camino should be, had it lived. See [www.vauxhall.co.uk](http://www.vauxhall.co.uk).



## Spring Treats

Christmas is but a distant memory, so now it's time to think about treating yourself for a change. Make it easy by getting a copy of Sealey's new spring Vehicle Service Promotion, with hundreds of products discounted by as much as 69% and plenty of new products, too. The promotion began on February 1st, so get a leaflet from your local stockist or see [www.sealey.co.uk](http://www.sealey.co.uk).

## 3D GT

Ford greatly speeded up the process of prototyping new vehicles with 3D printing, especially on the new GT and Mustang.

Ford bought the third 3D printing machine ever produced in 1988, and has since produced its 500,000th 3D printed part globally - an engine cover for the all-new Mustang. However, if you got a 3D printer for Christmas -

and who didn't? - then you can log on to The Ford 3D Store at <http://3d.ford.com> and print off some bits for yourself. You could print your own GT, or various components from the GT, F-150 Raptor or Fiesta and Focus ST.

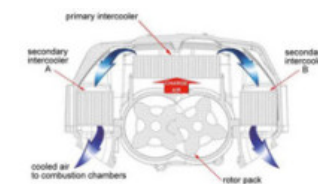


## The Hottest Camaro

Callaway Cars are currently introducing the Camaro that they hope will be able to geld a few ponies and de-claw a few Hellcats - the Callaway SC600, the 600-plus horsepower street-legal Camaro that uses technology developed for the SC757 Corvette Z06.

Their unique triple-element intercooler packaged into the housing of the TVS 2300cc supercharger significantly lowers intake charge temperatures and provides consistent power boost, while retaining easy driveability. It also sticks through the bonnet,

which is cool. Available as a manual or automatic, coupe or convertible, production is under way any time now and orders are being taken. Prices start at a shade over \$54,000, including the base Camaro SS, so see [www.callawaycars.com](http://www.callawaycars.com).



## Taking Liberties

Because Challengers are so blandly styled and tend to pass under the radar in the UK (!), you can now make yours stand out from the crowd. Japanese custom styling specialists Liberty Walk usually stick to the Italian, Japanese and German supermarques, but they also make interesting pieces for the Dodge Challenger and Chrysler 300. They now have a European distributor based in Northamptonshire, so check out Liberty Walk UK on [libertywalk-eu.com](http://libertywalk-eu.com).





## RebuildBulletin

Ford in Germany is using a special thermal spray-coating technology, developed to enhance performance models such as the Shelby GT350R, to restore worn engines. Plasma Transferred Wire Arc restores engine blocks to factory-new condition, with half the CO2 emissions of usual machining methods.



## Edging In

The newest Ford in the UK's ever-growing SUV market is the Edge. It's been a top seller in North America since its 2007 introduction, and all models are built in Ford's Oakville plant in Ontario, Canada. The roomy

five-seater will be on sale in UK showrooms this summer, all with TDCi diesel engines (although there's no diesel option for the Edge in America) and all-wheel drive, with prices starting around the £30,000 mark.



## Chevy Gold



Chevrolet had a pretty good year in motorsport last year, coming away with six manufacturer and five driver championships across NASCAR, IndyCar, NHRA, USAC and Pirelli World Challenge series. They also notched up

notable event wins at the Indy 500, IndyCar Dual in Detroit, NHRA US Nationals, the 24 Hours of Le Mans, the Rolex 24 Hours at Daytona, and their first overall victory in 50 years at the 12 Hours of Sebring. That's quite a haul!

## Grand Prospects

GM are adding a third shift and more than 500 hourly and salaried jobs at their Lansing Grand River Assembly plant to meet forecasted demand for the 2016 Chevrolet Camaro, which just picked up Motor Trend's 2016 Car Of The Year title. Hiring is under way, with the extra shift slated to begin in late spring at the plant which also produces the Cadillac CTS and ATS, including the V-series performance versions, on a single production line.



## Wearing Your Bow Tie

Detroit-based clothing designer and entrepreneur, Tommey Walker Jr, has achieved great success with his Detroit Vs Everybody line of gear. Now he's teamed up with Chevrolet to make a new line, Camaro Vs Everybody. Walker has been printing his increasingly popular logoed T-shirts and sweaters from a Detroit warehouse for three years, and the Vs Everybody theme has become "a cultural phenomenon and an iconic representation of Detroit's reinvention." "Detroit Vs. Everybody started as a



way to express pride in my hometown," said Walker. "Camaro Vs. Everybody serves the same purpose for Camaro fans, who know their favorite sports car is second to none."

## Blending In

The massive Tetrosyl Group - the largest car care products manufacturer in Europe and home to such brands as T-Cut, Bluecol, CarPlan, Triplewax, Quinton Hazell and TJ Filters -



recently signed a deal to make Tetrosyl Express the exclusive distributor for Hycote Paints in the UK as of February 1st. Tetrosyl Express is now the online source for 40,000 Tetrosyl company products, and offers next-day delivery for non-parts orders placed before 4pm, so see [www.tetrosylxpress.com](http://www.tetrosylxpress.com) or call 0161 762 6789 for details. Incidentally, did you know that Tetrosyl is 100% British-owned?



## Eastern Promise



Saleen has opened its first showroom in China, in the upscale Jing An district of Shanghai. This is the first international showroom for Saleen and Saleen Motors International, licensee for the brand in Asia. There'll be Saleen vehicles as well as parts and accessories on display. "This is an exciting opportunity for the Saleen brand," remarked Steve Saleen. "We have fans all over

the world, but this will give us a whole new customer base and the opportunity to expand the Saleen experience."







## TaxDiscBulletin

Another poll from motoring.co.uk showed that 30% of respondents do not know when their vehicle excise duty expires, and 81% (or around 35 million motorists) want the old paper tax disc back. This followed the news that, in September 2015, in excess of one million motorists were driving untaxed vehicles.

## Picking Up Gold

Ford Motor Company sold 2,613,162 new vehicles in the US in 2015, up 5% on the previous year, and their best annual sales performance since 2006, to become America's best-selling

brand for a sixth straight year. The F-series pick-ups alone sold 780,354 examples, making them America's best-selling pick-up for 39 straight years and the best-selling vehicle overall for 34 years.



## Plum Crazy



The 2016 SRT Hellcat Charger and Challenger models now have even more attitude thanks to a new full-length dual carbon-fibre pattern exterior stripe design... as if the 707bhp

Hellcats were lacking in attitude. Dodge also extended the availability of the limited edition Plum Crazy pearl paint due to "enthusiast demand", but only by a month.

## Eleanor Gets Boosted

Oklahoma-based Classic Recreations, the only licenced and factory-authorised builder of Shelby Mustang 'continuation' cars, will be offering the twin-turbo 3.5 EcoBoost 365bhp V6 in their 1966 GT350CR and 1967 GT500CR models.

They'll also be offering them with the 2.0 EcoBoost four-pot turbo to the Chinese market, where imported vehicles are subject to punitive engine size taxes and regulation. "For years we have proudly hand-built the only officially licenced Shelby Mustang continuation cars in the world, but that doesn't mean we are stuck in the past," said Classic Recreations owner Jason Engel. "Our clients come from all over the world and they expect the very best - they want the looks of a classic Shelby, with

the performance and reliability of a modern sports car. We can now give customers who want a lightweight but extremely smooth and powerful vehicle the 3.5L option, which is similar to the powertrain the upcoming Ford GT, and we now have an excellent option for our Chinese customers with the EcoBoost 2.0L. It's powerful, light and can be serviced at any Ford dealer worldwide." Of course, the Coyote and Windsor-powered CRs will remain available... see [www.crsupercars.com](http://www.crsupercars.com).



## Diamond In The Rough Stuff

This year mark's Jeep's diamond anniversary, and there's a full line of special edition 75th Anniversary models across the range.

These editions will feature a unique Jeep Green exterior, satin bronze wheels, bronze and orange exterior accents, unique interiors and special badging. The available paints in the Jeep Green range include Sarge Green, Recon Green and Jungle Green...

You'll be able to buy special 75th Anniversary editions of the 2016 Wrangler and Wrangler Unlimited, the Grand Cherokee, the Cherokee, the Renegade, the Patriot and the Compass from Jeep showrooms right around now.



## Shelf Chevy

The latest generation of Chevrolet's Corvette Stingray is showing the world that Italy, Germany and the UK don't have the supercar market all to themselves, but if your piggy bank isn't quite full enough for the real thing just yet, we may have the answer.

It's the new 2014 Stingray from Revell, a 1:25 scale replica of the real thing that doesn't need taxing and won't even fill your garage! Well, unless you have a 1:25 garage, too. It's a Level 3 kit, suitable for a novice builder or a patient child, and retails around the £20 mark. Revell model kits are available from all good toy and model stores. For details visit [www.revell.de/en](http://www.revell.de/en).





## Testing Bulletin

An experiment by the IAM and Auto Express put 12 experienced motorists through a standard driving test, and found that half of them would have failed if they'd had to retake the test today. Speeding and failing to use mirrors and signals were the main failure points.



## Built Lego Tough

Ford and Lego Speed Champions have introduced new Lego sets that include two of Ford's most iconic vehicles - the Mustang and



the F-150 Raptor. The 185-piece Mustang kit includes a race driver and a timing board, while the 664-piece Raptor kit comes with a garage, a trailer, a crew of Ford workers, a Model A hot rod and a startline Christmas tree! They'll be available in Lego stores and Toys R Us stores from March 1st ... in America, at least.



## Back Seat Education

Now you can frighten more than one passenger fartless with a Ford Performance back seat package for the Shelby GT350R. The race-orientated GT350R comes as a two-seater, but now

you can get the bitch-bench in matching Alcantara upholstery with all GT350 safety belts and such, for around \$999. We can't help thinking that this is slightly missing the point...



## The Full Podium

With 2016 marking the 50th anniversary of Ford's historic one-two-three at the Le Mans 24 Hours, Shelby, Superformance and Safir GT40 are releasing a limited edition GT40 'continuation'.

They'll be exact replicas of the 1966 MkII Le Mans cars, with right-hand drive and right-hand shift, and in three colour schemes - Ken Miles blue with white stripes, Bruce McLaren black with silver stripes, and Dan Gurney red with white stripes - with special gold badging. The recommended

powerplant is a Shelby aluminium 427FE. Just 20 of these will be made, and they were slated for introduction at the Barrett-Jackson auction in Scottsdale on January 27th, while this mag was going to print. Orders are now being taken, so see [www.shelby.com](http://www.shelby.com) or [www.superformance.com](http://www.superformance.com).



## Keeping It Real

The beginning of the year has been a bit light on the usual monthly crop of special-edition pick-ups, but fortunately Chevrolet have stepped up with the Silverado Realtree Edition. It's an 'outdoors-inspired' edition of the 1500 LT1 Z71 with camouflage graphics from Realtree, the world's leading camo brand,

along with more camo and Realtree graphics on the inside, blackout trim and all-terrain tyres. It's ideal for the sort of people who call shooting wild animals with high-powered rifles 'sport', though one can only hope that if they park their trucks in the woods, they might never be able to find them again...



## Cruzing For A Snoozing



Chevrolet recently unveiled their new Cruze hatchback, which will go on sale this autumn as a 2017 model. It's Chevrolet's best-selling

car around the world, with 3.5 million sold since it went on sale in 2008. It's also stunningly dull, so we'll leave that right here...



## 2016 Dodge Challenger Hellcat



In Plum Crazy - the first in Europe!!  
also arriving- an SRT 8 392 in same colour - Call for pricing

## 2017 Ford F150 Raptor



Now taking orders for the new 3.5 Litre V6 Twin turbo. 10 speed auto Raptor- call for details

## 2016 Dodge Ram 1500 Rebel



Brand new Model!! All Rebels come with the 4 corner air suspension and have a number of new design features - 17 inch Aluminium wheels with 33 inch Toyo Open Country AT Tyres, 1 inch higher ride height, unique front fog lamps, new Ram Centric rugged front grille, new tailgate with black RAM logo, Bistein shocks, accented fender flares and lower two tone paint accents. Interior wise there is a unique Rebel black and red accented design with rugged Rebel branded seats and mats. Black and white 2016 trucks

**£37,495 + VAT**

## 2014 Ford F150 Raptor Supercrew



Registered on a 15 plate this Raptor was supplied new by us and is now up for resale with just 8500 miles. This is one of the last opportunities to buy a Raptor with the 6.2 V8 Engines. Very highly specced with luxury pack, front and rear cameras, sat nav, both graphics packs, bed liner and a £2000 electric roller shutter cover! Presented in superb condition.

**£51,995 + VAT**

## 2015 Ford F 150 Platinum Supercrew 4x4



Wow!! What a crazily specced vehicle!! The 3.5 Litre EcoBoost engine offers up to around 30mpg whilst still delivering 365 HP and 420 pounds of torque. The Platinum version comes with a host of new and innovative features including Massage Seats, Inflatable Rear Belts, Panoramic Double Sunroof, Remote tailgate opening, Side mirror spot lights Power sidesteps, Power fold mirrors, Blind Spot alert, Rear parking sensors, Rear Camera, Remote engine start LED headlights, rear lights, side lights. We have several of these trucks on order for customers but this one is in stock and ready to go. Please call to view!

**£41,500 + VAT**

## 2009 Dodge Ram 1500 Crew Cab Laramie 4x4



This superb 2009 Ram 1500 is in absolutely superb condition throughout. It comes with a full and comprehensive service history and has only one owner from new. It has covered just over 43000 miles and has all the luxury features you would expect- Euro Sat Nav, Hard Drive media, Bluetooth, 20 inch chrome clad wheels, power sliding rear window, Rear camera, Rear Parkings sensors, Power sunroof, Remote start, Bed liner and cover, Sidesteps

**£20,995 + VAT**

## 2014 Dodge RAM 1500 4x4 Quad Cab Laramie



As new condition this very rare 6 seater 2014 Ram 1500 Laramie Quad Cab is finished in Deep Cherry Red Metallic and comes with a £1500 Undercover SE Lux Colour coded one piece tonneau cover. The truck was supplied new by us and is equipped as follows:  
5.7 Hemi V8 with MDS  
8 Speed Auto  
Full European Sat Nav  
20 inch chrome clad wheels. With very low mileage this truck will not take long to sell so if interested please get in touch quickly.

**£28,995 + VAT**

## 2016 Ford F150 Limited



Due to arrive in April, huge specification with sumptuous unique Limited limited Interior  
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# ontracknews

THIS MONTH'S RACING AND TRACK NEWS

## Elapsed Times

Santa Pod's **James Forster** warns bracket racers: we've got your number.



Many people come to Santa Pod and stand on the bank watching in awe of those duking it out on the quarter-mile, or take part in RWYB days running side-by-side time trials. The idea behind the Dial-In Day is to break down the barriers that keep people on the bank rather than on the strip with an introduction to bracket racing - it really is easier and more accessible than you might think.

There's absolutely nothing to stop you from entering an event in your everyday road car, no matter how slow it might be. It's one of those things in life that's easy to pick up and have a go at but extremely difficult to master.

The concept of the Dial-In Day has worked with great success in recent years with graduates going on to pick up a whole host of trophies in the

entry level class, Sportsman ET. In fact, last year's winning graduate, Gillian Medley, went straight from the Dial-In Day into the Festival of Power just a few weeks later where she won the event, ironically beating one of the teachers in the final round! The day will consist of classroom-based theory sessions, which will teach you everything you need to know to get you started with hints and tips from some of the best in the business. After

your crash course you'll be invited to get yourself on track to take part in full qualifying and eliminations putting your newly learned skills to the test.

All you need to come along and have a go is a vehicle, driving licence and an interest in bracket racing. The regular RWYB fees and rules and regs apply so come along on Saturday March 5th and have a go - there's no excuse! Check out [www.rwyb.com](http://www.rwyb.com) to find out more and enter.



## The Sportsman

Shakespeare County Raceway's **Jerry Cookson** doesn't have an off-season...



Well, here we go again! With a month already in the books, plans will have been made, places booked to visit, and must-see races added to that all important list. Already we're looking forward to our first event of the year, the annual Awards Presentation Evening being held at the Warwick Hilton on March 5th, and this year we're joined by our great friends and supporters from the Supercharged Outlaws. If you're going then we'll see you there! If

not, we'll see you at the track.

But just before that we'll be teaming up with the National Sprint Association at Race Retro again, the annual nostalgia motor sports show at Stoneleigh Park on February 26th to 28th. In fact, in addition to displays on the first Saturdays of the month at nearby Coventry Stock Car track (starting April 2nd with the mighty V8-powered Brisca F1s) we have secured some space at Rockingham's Cars'n'Stripes

American Auto-Fest taking place on July 2nd and 3rd. We're hoping that a few of the Supercharged boys will be able to attend to lay down some smoky burnouts during the weekend!

Our own Season Opener on April 2nd and 3rd isn't too far away, where many of the country's garage doors will be flung open and the dust sheets removed for the first in our series of Public Track Weekends. Last season we had a great deal of interest from clubs wishing to

use the weekends for meets and races, and 2016 shouldn't be any different. So if you're looking for a venue to host a meet with a spot of show'n'shine attached, then why not consider a PTD weekend? Or even Yanks at the end of May, and join in the National Association of Street Clubs' annual Gary's Picnic Street Car Shootout. All 2016 event details can be found on our web site, [www.shakespearecountyraceway.co.uk](http://www.shakespearecountyraceway.co.uk), or, of course, on the 'Book! We'll see you at the strip where it's still business as usual.







# Black Sun Racing

Alex Peters takes the new model for a spin.

As there hasn't been much motor sport over the winter, I decided to take a look at the new S550 Ford Mustang and compare it with the previous S197 model, particularly my Mustang race car, and investigate its performance potential for street and track. Some of the features I mention here have been available on the 2011-on 5.0 Coyote engined S197, so my comparisons are mainly against the 4.6 Modular engine.

I went along to my local Ford dealer, SMC at Crayford. These guys are real muscle-loving petrol-heads, and the only UK Ford dealership to import S197 Mustangs. I drove my first Mustang there in 2007. Alastair, Dan and Jamal were very helpful when I visited them this time and arranged a proper test drive for me, allowing me to really assess the performance characteristics of the new car. They are based a short distance from the south side of the Dartford Tunnel, with some fantastic driving roads across the marshes between Crayford and Dartford - long straights, sweeping bends and some fun roundabouts that can be taken at speed.

The V8 manual GT that I tested was an absolute revelation, as I expected a smaller difference from the previous S197 model. The very first thing I noticed was the brakes, the Brembo set-up having huge discs, bigger even than my Wilwood race set-up,

that give huge confidence with a firm pedal and instant deceleration. I would be very interested to see how they held up under continuous heavy braking from high speed on a race track as they are not grooved and don't feature cooling ducts to the discs. For spirited street use they were stunningly good.

The Coyote engine is excellent, featuring great low-end torque (a major weakness of the 4.6 Modular engine) coupled with an extremely light clutch which allows a very smooth pull away and effortless street driving. The Getrag MT-82 gearbox offers much more positive (though still quite notchy) selection compared with the Tremec TR-3650, allowing much faster, more reliable changes.

The GT500 has a higher rate steering rack than the the GT, which offers much better turn in and control from the driver as less steering-wheel movement is needed. However, the EPAS rack on the S550 has an even higher rate with a light feel so that the car can turn on a sixpence. Coupled with the smaller steering wheel, it gives the impression of a much smaller, more nimble car, even though the S550 is actually heavier! During the test drive I was able to pull a very fast turn, tight around a roundabout, and was impressed with the



feeling of stability from the new independent rear suspension. Despite the high loads I applied during the turn there was no hint of either understeer or oversteer!

Perhaps of less interest to most racing drivers is the new refined interior, which surprisingly does begin to approach a quality equal of BMW and Mercedes, although some areas do still use cheaper plastic. In conclusion, if you are looking for a great performance car, either for spirited street driving, track days or even racing, the S550 is a far better starting point than the S197 as far more development is already incorporated in the standard car. I would love the opportunity to try the new Mustang out on track and see how it really performs!

I would like to give a big shout out to my friends at Redline American Muscle who do an amazing job building my racing car. They have just completed their move from Aylesford to Kingsnorth in Kent and are now open for business again. They have some fantastic open roads around their workshop that are great for exercising monster V8-powered cars! They will have at least three ramps operational enabling them to work on a variety of muscle and other American car projects. They are still waiting for BT to install their phone line so you will have to contact them on their mobiles, but you can find more details on their web site at [www.redlineamericanmuscle.co.uk](http://www.redlineamericanmuscle.co.uk).

Find Alex at [www.blacksunracing.co.uk](http://www.blacksunracing.co.uk) or on Facebook at [www.facebook.com/BlackSunRacing](http://www.facebook.com/BlackSunRacing)

## Back To School

Martin wrote to let us know about the Orange Pop team bringing drag racing to the engineers of tomorrow.



"The Orange Pop Team were invited to attend Warwick University on October 27th by the team at Warwick Manufacturing Group. Students there have built, and continue to develop, a single-seat race car and were keen to learn about the sport of drag racing and also

from our racing experience and exploits.

"Warwick University has a fantastic worldwide reputation and benefits from involvement on site from Jaguar Land Rover. The team were shown the new National Automotive Innovation Centre building in progress on

campus, costing in the region of £100 million! We put both cars on display on the piazza of the main campus and countless students, lecturers and visitors approached the team to ask about the cars and drag racing in general, and advice was duly given to these new converts. The team fired up the engine twice during the day and this attracted even more people over. One visitor, later in the day, remarked that he had heard the car from the other side of the campus and had come to see what all the noise was!

"At 1pm the team headed to a lecture theatre within the extensive WMG building and gave a talk to around 80 students, which was very well received indeed. The team took the opportunity to officially announce our intention to build

a new engine and attempt the Outlaw Anglia world record in 2017. The team will be promoting the car throughout this season and hope to be in a position to test in the latter half of 2016.

"Simon Barlow, team owner/driver, made a presentation of a signed A3-sized canvas of both cars at the end of the event, in addition to donating one of the engine's old damaged pistons, which was well received! As a result of the team's attendance and contacts made during the visit, the University has invited us back in the near future as a headline act to other planned automotive themed events. Orange Pop Drag Race Team wish to thank all those involved in making our visit a most memorable and pleasurable experience."



## RoadRage Bulletin

More than seven in 10 Brits admit that their own poor driving adds to road rage, according to a survey by Continental Tyres. Over 25 million motorists apply double standards, with other drivers' slack habits winding them up sufficiently to make them drive more aggressively. The most anger-provoking habits being tailgating, failing to signal and yapping on the phone.

# auctionnews

THIS MONTH'S AUCTION NEWS IN THE WORLD OF AMERICAN CARS

## Transformation

As this magazine was going to press, the collector car auction world was having its annual blowout week in the winter sun of Scottsdale, Arizona.

We'll have more about that later, but while it might take something pretty damn special to stand out among this exalted company, there are a couple of lots on Barrett-Jackson's books that have star quality - Optimus Prime and Bumble Bee. Optimus is a 1992 Peterbilt 379, a stunt truck used in three of the films in the movie franchise, to be sold as-is without reserve, complete



with VIN and the title is still in the name of Paramount Pictures. Bumble Bee is the '67 Camaro from Transformers 4: Age Of Extinction, and the very same car that did the indoor burnouts in one memorable scene with Mark Wahlberg, and comes direct from the personal collection of director Michael Bay. That's some cred, so check out [www.barrett-jackson.com](http://www.barrett-jackson.com) to see how they fared.

## Triple Silver



Worldwide Auctioneers' upcoming sale at the Houston Classic Auction on April 23rd in Montgomery, Texas, features what they're describing as the 'Trifecta' of Corvettes - a matching trio of silver L88s from a single collection. First is a '67 L88 Roadster, one of just 20 built, with side-pipes, Bloomington gold certification and outstanding provenance. Next is a '68 L88 Roadster, one of 80, with original documentation and the M22 'Rock Crusher' box. Completing the trio is a '69 L88 Roadster, one of just 116 made. Now that's a trio I'd make garage space for. See [www.worldwide-auctioneers.com](http://www.worldwide-auctioneers.com) and start saving...



## Black Wednesday

The next Brightwells classic car auction is coming up on Wednesday, March 2nd, and among them is this black beauty, a 1970 Dodge Charger. Originally a 318 car, it was restored in

the US and imported in 2014 complete with a snorty 440. It's estimated to bring £20,000-25,000. The catalogue's still filling up, so see [www.brightwells.com](http://www.brightwells.com) for details.



## Take A Deco



Artcurial's sale at Retromobile in Paris on February 5th, while this mag is at print, delivers its usual myriad of European exotica, but there are some stunning coachbuilt machines among them, many powered by Detroit iron.

Aside from no fewer than four beautiful Facel Vegas, there's a 1951 Ford Comete, a Flathead-powered, French-built coupe bodied by Jean Daninos before he started making Facel Vegas! There's also a rather lovely 1949 Cadillac convertible, but the car that takes the gateau for us has to be this 1939 art deco masterpiece. It's a supercharged Graham

Paige, one of 20 chassis shipped from Detroit to Paris in 1938 and sent to selected coachbuilders. This one and four more went to Marcel Pourtout; the others became coupes, and this is the only cabriolet. Fully restored to original condition, this is an incredible-looking, unique car, but be ready to pay well into six figures... See [www.artcurial.com](http://www.artcurial.com).



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## Austin-Tations

For those who weren't saving up for Christmas, Mecum's Austin, Texas, sale on December 11th and 12th was the place to spend your pennies. Almost \$11 million changed hands for 454 cars, 70

percent of the catalogue. Top spot went, unsurprisingly, to a 2006 Ford GT Heritage at \$440,000, with this '59 Corvette resto-mod in fourth on \$130,000, just behind, of all things, a Sunbeam Tiger!



## Florida Keys I

While most of the big auction houses are gearing up for the annual Scottsdale week, Mecum were having a blast down in Kissimmee, Florida, over January 15th to 24th at the world's largest collector car auction. Friday 22nd was the day when monumental Mopar Hemi power turned into monumental wads of cash, with Hemis taking the top five spots, four of them

convertibles. A '69 Coronet R/T ragtop went for \$625,000, a '71 Hemi Cuda for \$950,000, a '70 Challenger R/T convertible for \$1,650,000 and a '71 Hemi Cuda convertible for £2,300,000. A 1970 Hemi Cuda drop-top took the top spot with an almighty \$2,675,000. Another couple of E-body ragtops crossed the block, but only fetched a trifling half-million apiece.



## Florida Keys II

Last year was a good year for the RM group of companies - RM Sotheby's and Auctions America - with a staggering \$593 million of sales over the year. Now, while RM Sotheby's is heading for the major January event in Scottsdale, Auctions America

is gearing up for their season-opener in Fort Lauderdale, Florida, over the weekend of April 1st to 3rd. Early highlights include this original 1967 Shelby GT500 fastback, plus a recently restored '68 Shelby GT500KR. See [www.auctionsamerica.com](http://www.auctionsamerica.com) for details.



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# THE BIG PICTURE





## 1976 Chevrolet C10

Ah, heaven in the Seventies – a bunch of mates, some off-road bikes, a sunny day and a Chevy C10 Stepside pick-up in bright orange with a tartan-checked interior, deep-dish alloys and white-letter tyres. Note how those bikes only just fit in that short pick-up bed, and although there are crash helmets in evidence, most seem happy with the protection afforded by poly-cotton shirt sleeves. In the truck, though, they'd have had the all-new standard three-point seat belts.

### GET IN TOUCH

*Which is the best-looking truck, the Stepside or Fleetside?*

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**1957 GMC Big Window**, Factory V8/Auto, Factory Radio, Electric Wipers, 8" Rally Wheels Lots Of Work Done **\$14,250**



**1955 Chevy Belair**, 350/Auto Twin Carbs, P/S, Pdb, Dropped Spindles, I've Owned It Since 1984, Zero Rust Ever **\$32,500**



**1957 Chevy Sedan Delivery** 6Cyl/3Spd, Starts & Runs Needs Restoration **\$9,850**



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# letters

WHAT YOU'VE GOT TO SAY ON ALL THINGS AMERICAN CAR



Dear ACM,

I have a question for you, if you don't mind. Has there been an increase in theft of our prized motors or is it a case of social media increasing our awareness? Certainly a few local to me have been pinched lately! My thoughts have turned to the best theft protection. I'm not a big fan of alarms. My favourite solution and now the next purchase for the pick-up is a quick-release steering wheel. Mine's parked up outside all week and these older motors are easy to get into, so making it hard to drive seems the best way!

Alan Saunders, via email



I think you're right, Alan, there does seem to have been an increase in classic thefts recently. Or, as you so rightly suggest, maybe the number of thefts has stayed the same but we just get to hear about them more readily thanks to Facebook announcements and such? Recently, one of our favourite photographers, Jeni Long, had her Buell motorbike stolen from outside a hospital where she was visiting a sick relative. She announced it on Facebook, it was shared far and wide, and the following day it was found, still in the back of the thief's van. So it's certainly worth broadcasting any thefts that do occur!

That said, I'm puzzled as to why so many classics are going missing. You'd think that a thief would want to be discreet, not nick something that's as good as unique, with a rumbling V8 you can hear for miles? However, there do seem to have been some going astray, mainly old pick-up trucks and Mustangs it seems. Cortinas also seem to be an easy target, but I remember that you could break into a Cortina with a chewed lolly-stick even when they were still current...

I like your idea of the quick-release steering wheel, but I remember some years ago hearing of a car theft where the thief had clamped a mole-grip around the splines of the steering column and driven it away anyway! A visible deterrent is always best; a big bar on the steering wheel or a wheel clamp might persuade them to pick a different target. Failing that, a hidden switch for the fuel pump could help, or leaving the line-lock on!

It's ironic that today, in the era of keyless entry and GPS vehicle tracking, manufacturers and insurers are suggesting you theft-proof your car with something as archaic as a Krooklok... DS, ACM

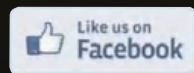


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# THE FAST AND THE FURIOUS

Imagine an ocean liner that could act like a speedboat... and you have something like this Plymouth.

Words: Paul Dodd Photography: Matt Woods





**W**hen this giant Plymouth Fury made its debut at the 2015 Mopar EuroNationals, one could have been mistaken for thinking they were seeing a stretched limo' approaching the staging beams. A closer inspection, however, revealed that this car has only two doors, there was a big scoop on the bonnet and when it flew up the track to a 12-second quarter you knew it was more of a bruiser than a cruiser.

You have to look pretty closely to spot all the trick touches on this Fury (below). Note the carbon fibre-trimmed bumpers with Dzus fasteners, the battery cut-off hidden in the bumper, and the pull-pins for the bonnet hidden in the grille. Angel-eye headlamps add menace when dusk comes...

Like all good old British projects with American cars, this debut did not happen overnight; in fact, its owner Jerry Raymond bought the car back in 2005 so it has been 10 years in the making. We'd better let the man himself take up the story.

"I saw the car advertised on the MMA site and next thing I knew I had done a deal with the bloke and was driving home in it. The first thing I did once back was to register it as it had

only just arrived in the country. Soon afterward, I started doing a few bits to it but then it turned into a complete strip-down. Having no garage, the bodywork was started in a huge tent at the side of the house, all the paint was stripped, a new boot floor fabricated and repairs carried out around the windows etc, though all in all the car was in pretty good shape.

"Things were progressing well, but then winter came and over the





next few years it was a case of one step forwards then two back as the damp English weather was ruining what I had started, so I concentrated on the mechanicals, replacing all the steering and suspension bushings. Fast forward to 2012 and I helped my mate Mark Sheridan build a big garage at his house. The reward for that was him offering me a space in it for the car, so we trailered it over.

Sticky treads (below) give some clue to the car's potential, even more so if you see how much of them is beginning to spread up the rear quarters (main pic). Healthy rake shows that it isn't over-tyred for a car of this size and power.

"Once these things really started moving, Dale at DRE made the 'glass cowl hood and carbon bumpers, the bodywork finally got finished and the car was repainted and all refitted there before concentrating on a complete re-wiring. The interior features a custom dash with Auto Meter Pro Comp instruments and Auto Rod Controls switchgear, but it still needs finishing, which I will be

tackling over the winter, but at the time a new priority was looming - the engine!

"I intended to get the original 383 rebuilt but Mark suggested that as I had gone so far with it, why not go the whole hog? A 440 was sourced, then taken down to Roger Luty so he could perform his magic. Roger put together a combo with a whopping 12:1 compression using Diamond pistons, Edelbrock aluminium RPM heads, →



**"Having no garage, the bodywork was started in a huge tent at the side of the house"**







hydraulic roller cam and an M1 intake with 850cfm carb. Once back in its engine bay, my mate Paul built a set of headers for it from scratch, which was no easy feat so a big thank you to him and of course Mark for all his help. Roger then got to work on the transmission, which was rebuilt and is now fully manual with a Hughes 10" 3,500 stall converter. I then had a four-inch prop made up for it and the rear end was rebuilt with a Suregrip and back braced by Andy Robinson Race Cars.

Luty-built 440 (above) takes up plenty of space in an engine bay big enough to qualify under the new Bedroom Tax. Electric water pump keeps the belt routing simple, and a family-sized servo and dual circuit master cylinder handles the stopping. Tall filter sucks cold air in through the cowl induction bonnet

"Finally the day arrived and Roger came over for the fire-up, which was exciting and nerve wracking at the same time. I needn't have worried as it started up first time and, once the timing was locked in, has run fine ever since. When I finally got the car on the road I was a bit tense as I hadn't driven a Yank since the Eighties and it did not help when I realised I had no brakes! So I fitted a new servo with a back-up electric vacuum pump, took it out again and started to wonder what I had done - every time I hit the throttle



it was all over the place. I got some Hoosier drag radials and was all set for the strip, so I thought, but it was still wheel-spinning down the track so I had to keep backing off and it wasn't until I got it back home that I found the rear shocks were rock solid. Over the winter I shall be fitting a new set and some Caltracs, and then it should go 11s. Once that happens the nitrous will be going on!"

That could well put this fat Fury into the 10s, pretty impressive for such a big car. Whilst at the Mopars I got the





**“I hadn’t driven a Yank since the Eighties and it did not help when I realised I had no brakes!”**

## Tech Spec

### 1969 Plymouth Fury III

440 Chrysler big-block, built by Roger Luty

12:1 compression

Diamond pistons

Edelbrock RPM big chamber ally heads

Comp Cams hydraulic roller cam

M1 intake

Holley 850 double-pumper

TorqueFlite 727 auto transmission, built by Roger Luty

Full manual valve body

Hughes 10" 3,500-stall converter

8.75" rear end, braced

3.55:1 gears with Suregrip LSD

Daisy Mag wheels, Cooper Cobra tyres – 235 front, 275 rear

Hoosier drag radials for the strip



chance to have a proper look around the Fury over the weekend and it certainly has some presence; the huge cowl hood, the carbon fibre bumpers and flawless white paint along with the period wheels, the stance, the fit and finish is all spot on.

Then there are the small details, such as the blue halogen “Angel eyes” headlights that go well with the subtle blue tint in the window glass, or the lack of hood pins for the ‘glass hood. Then Jerry opens it and you see that there are in fact two hood pins discretely set into the front grille and the bonnet itself is

mounted on the original hinges so that you don’t need someone else to help you every time you need to check over the engine. Then there it is, the engine itself, looking menacing finished in black, and you notice that all the braided hoses are black as well, which is a refreshing change. The black sets off the billet pulleys at the front of the engine, which then draws you to the aluminium radiator that has been modified to fit in just right but in fact came out of a Jaguar XJ 220! →

Subtle blue tint to the windows leads to a less-than-subtle blue tint to the interior (above). The bench seats three, but the centre passenger would have that shifter threatening their nethers every time Jerry stabbed at the anchors. Full orchestra of gauges keep the driver informed. We assume the door cards have been left out to save weight...



It's all so clean, neat and well finished, and you can see the attention to detail in the way the wiring, fuel lines, plumbing and ancillaries are fitted and set out. It would appear that Jerry is a bit of a craftsman and that, whatever he does, he does it right, which lends a touch of class to the whole car. I watched it run up the track and it went straight into wheelspin off the line and carried on spinning to about quarter track, but got going eventually and crossed the line in 12.5 seconds so it should go well into the

11s once Jerry can get it to hook up. With this Fury, Jerry has created the best of both worlds - it's ultra cool and comfortable just gliding down the road, but hit the loud pedal and it goes from Cruise Muscle to Cruise Missile in a flash with more than enough power to see off the local Ferrari or Porsche. It really is Fast and Furious.

The Plymouth Fury was produced for 22 years, from 1956 to 1978, and the '58 model is the most celebrated thanks to it featuring and being named Christine in the book and subsequent

Jerry brought the car along to last year's Mopar Euronationals, he shocked a few people by shifting the car's prodigious bulk into the 12s on (relatively) skinny tyres and leaf springs. A few winter mods should see it into the 11s this year. We can't wait to see that!

film by Stephen King. This model was even larger with huge rear fins but the shape changed over the years and by '69, the year of this model, it came with "new round sided fuselage styling". In the film, Christine turns out to be a possessed Plymouth with supernatural forces and you would not want to see it looming up behind you. With Jerry's Plymouth, all the forces are coming from under that cowl hood, so if you are driving around on the streets of Surrey, keep an eye on your rear view mirror. **ACM**





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BRENTACRE









# Satin On The Dock Of The Bay

This GMC pick-up may be Blue Chip  
but it's definitely not stock...

**Words:** Dave Smith **Photography:** Darren Woolway





**I**t's hard to put a date on when, exactly, the American pick-up truck went a bit mental, but if I had to have a stab at it, I'd say it was some time in 1955. Prior to that, trucks were as simple as possible - an agricultural chassis, riveted together for flexibility, the most reliable basic engines that would plod on for decades, and panels that were easy to press and that would take a beating.

Then, mid-decade, it all started to get slightly mad. It began with a little brightwork here and there. Then the wraparound windscreens like you'd get on the cars. Ford always offered the old flathead in trucks, but now you could

This is one of the long-bed half-tonners, and seems to have spent its early years with an oilfield engineer. Its days of hard work are done... now it's just hard. This cab features the sought-after big back window, and those tail lights started out as motorbike headlamps

get the OHV V8s just like the cars. Then, styling - suddenly, there was some! Trucks got options such as power steering, air conditioning, two-tone paint and, by the end of the decade, sweepspears and fins! In a few short years, pick-ups went from being tractors for the road to being flashy coupes with a very large boot. And that's absolutely fine with us, thanks very much...

Added styling and complexity generally means a lower survival rate, but fortunately there still seem to be plenty out there. So much so that Fifties Chevrolet trucks are, dare I say it, almost commonplace on the showfield. Occasionally, one stands out a little way,





like this '57 GMC 100. It belongs to Ted Tickner, from Medway, so I'll let him tell the tale.

"I'm quite old!" he opens with. Surely not, Ted; you're only too old when you've given up. "I'm 65, so I've been around the block a bit, and I've been into cars my whole life. I started modifying with a Morris Traveller in the early Seventies, swapping engines and such, then I had one of the first Consul Capri customs, in black with flames. I sold that and had a Daimler 250 V8, then I went to the Crystal Palace custom show and fell in love with the Camaros. I went out and bought a '68 Camaro, my first

American car, then sold it and got into motorbikes for a while. After that I bought a fibreglass '32 Model B that needed some work, then sold it and bought a brand-new 1995 Harley Davidson soft-tail, which I've still got.

"In 2001, I went to the NSRA Swap Meet with my friend Dave Underwood, and got chatting to Geordie Paul who happened to have a 1957 GMC for sale. We drove up to Manchester that evening to see it, over the Pennines in the snow, bought it, stopped the night in a Travelodge, then drove back to Kent the following morning. We got within 15 miles of home when it broke down - the dynamo had finally given

That bed floor (below) is oak and stainless, and can you spot the mini-mini-tubs that used to be a motorbike mudguard? Camaro tilt column (below right) uses a con-rod drop bracket, and the gauges are Moon. Headlining (bottom) is a bit pulp fiction...

up - but Dave went off and got a battery and we made it home. I started stripping it that weekend.

"It was in primer but otherwise completely stock with the usual wandering steering and oil leaks that dripped onto the exhaust making the occasional cloud. It had the original Pontiac V8 engine, the big back window, a long bed and a chequer-plate extended back bumper like a diving board with two holes drilled into it to mount a vice to! Apparently this was quite common with engineers who worked in the oil fields. I had a vision of what I wanted it to be, and I liked the fact that it wasn't the usual Chevy. →

## "I went to the Crystal Palace custom show and fell in love with the Camaros"











"I found a completely rotten 1974 Camaro Z28, and bought it as a donor car. I had the 350 V8, the TH400 'box, the propshaft, the Posi back axle and the steering column out of it, then sold the rest on. Then John Reid brought me in a full TCI suspension kit with a four-bar rear end, Mustang II-based front end with power rack and pinion steering, and airbags all round. I got the AirLift Performance tank and pump from Havair in Hastings, along with a controller that has eight presets including full lift, full drop, cruise and speed-bump settings! I used a laser-level to set the ride height I wanted and worked from there.

"I fitted the TCI front crossmember and engine mounts, then mocked up the engine and 'box, and found that I'd dropped the truck so much that the propshaft wanted to go through the middle of all the crossmembers! So I took them all out, boxed the whole chassis from front to back, then fabricated and installed some new crossmembers. Then I bought the wheels I wanted, 17" ARE Torq Thrust IIs, 8" wide for the front and 12" at the rear. I wanted to get the rear wheels to sit with 30mm clearance between the tyre and the arch lip, because I wanted to make it look like it was made that way - nothing leaves the factory with 2mm arch clearance. George Barris said that if you walk around a car and no one thing stands out, then you've done it right; if it's the whole package, then it's worked. Geoff Hauser narrowed the rear axle by 120mm, and with the deeper dish on the rear wheels, they now sit perfectly inside the arches and outside the chassis rail. The TCI kit came with a Panhard rod, but that was no good for me so I fabricated a Watts linkage to keep the axle centred.

**"I found that I'd dropped the truck so much that the propshaft wanted to go through the middle of all the crossmembers!"**

"I took the body off the chassis and flipped it onto its back to clean up the floors. The body was surprisingly good, and only needed the usual cab rear corners, plus the lower edges of the wings and doors sorting. I cleaned up the bulkhead and welded up all the holes, then fitted the tilt column from the Camaro and a set of Moon gauges. The bulkhead and the underside is all painted the same cream colour as the roof. The engine was rebuilt with a few speed parts and fitted along with the transmission. →





"I made the little tubs for the pick-up bed from a motorbike mudguard, cut down the middle and welded on each side. The rear lights are motorbike headlamps, which I cut the middles out of and fitted with Land Rover tail lamps. I didn't want the under-dash handbrake arrangement with the cables coming through the bulkhead, so I fitted a linear actuator with a worm-drive underneath, operated by a toggle switch on the dash. The master cylinder and servo came as part of the TCI kit and is also mounted under the floor. I've fitted a new radiator, an electric wiper motor conversion, a new oak bed floor and stainless steel nuts and bolts throughout.

"I sourced the '56 grille from the States, and had to adapt it to fit by

cutting it in two places and welding a one-inch strip in the middle. Then I painted the body in satin black. The sign-writing was all done by hand by Stuart Betts, on both doors and the cab back, all for my local invitation-only hot rod club, The Penetrators in Medway. Wherever I go, that's the bit that everyone takes pictures of! The sign-writing and the axle narrowing are the only two jobs that I didn't do myself, in my garage.

"I finished the truck about three years ago, in March 2013. I had a bet going with my wife that it would be ready to drive my son to his wedding, and, with help from friends, it was finished with a month to spare! Since then, there have been no problems. It drives lovely, and thanks to the more modern suspension set-up and Pirelli

tyres, you don't have to slow down much for corners and roundabouts! People don't remark on it too much because it's all quite subtle and standard on the top, but when they look underneath they're surprised.

"I've done about 3,000 miles in it since it was finished, and the only problem I've found is that the windows rattle when they're down. It's a Brothers one-piece window kit, but I'm considering going back to the originals with quarter-lights. Also, I might fit a 700-R4 overdrive transmission because cruising at 60mph is over 2,500rpm with the TH400. Otherwise, it's all good, and there's nothing else to do! I won't get rid of it because there's too much of me in it, it's just my style. It's a keeper." **ACM**

Ted (below) with the truck that he'll be keeping, thank you very much, and taking out with the rest of the Penetrators, his local hot rod club. Dash pad (bottom) is cream to match the roof and grille. Note the controller for the Air-Ride and the complete lack of under-dash umbrella-style handbrake.

**"I had a bet going with my wife that it would be ready to drive my son to his wedding, and, with help from friends, it was finished with a month to spare!"**

## Tech Spec

### 1957 GMC 100 half-ton pick-up

Chevrolet 350 small-block V8

Patriot heads

Comp Cams cam

Roller rockers

Tubular headers

Edelbrock Air-Gap intake

Edelbrock Performer 650cfm carburettor

Stainless dual exhausts with Flowmaster silencers

TH400 auto transmission

Posi-traction 10-bolt rear axle

TCI four-bar rear suspension

Fabricated Watts linkage

TCI Mustang II-based IFS

Power steering

Camaro tilt column

TCI power brakes

Air-ride airbags

AirLift Performance controller, tank & pump

American Racing Torq Thrust II wheels, 8x17 front, 12x17 rear

Pirelli PZero tyres, 245 front, 335 rear

**Thanks to:** "Susan, my wife, for her patience. Gary Smithers for his help, and for pushing me. Steve Lang at Langy's Rod Shop for his helpful info and for sourcing parts really quickly."





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Joe Calleja, John Bowe, Brendon Woods and Steve Makarios



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# ON-TRACK

# MIND

This globetrotting Corvette has lived its whole life one lap at a time.

**Words & Photography:** Grant Ford

**I**n 1965, one Corvette Stingray faced an illustrious but hard life. Originally purchased just for the track, this C2 has known little else; travelling the globe many times, only knowing lights-to-flag moments, it's also one hell of a machine.

September 2015, standing on the start/finish straight at the Goodwood circuit as lines of transporters unload their multi-million pound cargos, the one we had been awaiting arrived. The hydraulic rams lowered our truck's huge rear door and on the upper deck was the Stingray, last seen many weeks ago by the team when they loaded up in Melbourne, Australia. Drained of fluids, its V8 motor wrapped in cling film, meant engine builder from Synergy Race Engines Steve Makarios and engineer Brendon Woods would follow a tried and tested preparation routine. Drivers for the weekend would be owner and historic car collector Joe Calleja and V8 Supercar Hall of Fame member John Bowe; the Aussies had arrived and were about to experience the world's finest historic motorsport event.

For the C2 this would be just another track and one it had visited before; in 2005 and '06 the late Peter Brock drove the car at the Revival and it would be the last car he would pilot 'on track' before being tragically killed in the Targa West Rally just a few days after the Goodwood event. Around the car small stickers, scrutineering passes and event labels give a time line stretching back many years and many miles travelled but in the beginning it was all about the USA.

Stateside, in the late Sixties, this Chevy's race car conversion began direct from the showroom. The team, based in Ohio, generated regular interest in SCCA (Sports Car Club of America) events across the Mid-West and West Coast Regions; drivers included Doug Bergan and owner Bob Johnson who raced the C2 in production-based classes. Then for two decades the 'Vette just disappeared from the racing scene, only to return in the Nineties, initially competing in HSCC events in the UK and some hill climbs but after receiving FIA papers its travel exploits really took off; the best circuits →



Europe offers including Le Mans, Spa, Magny-Cours and Silverstone plus entries in the Tour Auto and Tour Britannia; the C2 did them all. The 2005 Revival saw the Corvette return to the biggest stage in the hands of another Australian legend, Peter Brock, who was partnered by David Cooke. The latter, the Eighties England rugby captain, joined Brock again in 2006 and may well have made a hat-trick of visits barring the terrible accident that took the 'King of the Mountain' just after his Revival visit. In 2007, Cooke teamed up with Tiff Needell after which it would be a further eight years before the 'Vette returned.

In 2010 Joe Calleja received a phone call from friend and renowned race car collector Chris Bowden about a Corvette for sale in the UK that had been driven by the late Peter Brock. "I had never owned a race car, my collection is all road based, so I thought yeah, let's buy it," said Joe. On its arrival, Joe invited friend John Bowe to Sandown Raceway in Melbourne for a road test and Joe confirmed, "After precisely 10 minutes in the thing I decided I had made one of the biggest mistakes of my life, this thing's gonna kill me, I am going to sell it." John took over for some laps and agreed that the car really wasn't in a good place, so Joe put it on the market.

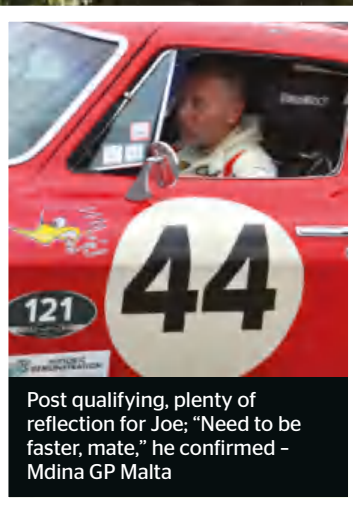
Strangely, there were no buyers for the car so Joe began his motorsport career in the Corvette, at first just local 'regularity' events with some driver coaching from John. 2012 saw the Stingray visit the Monterey Motorsports Reunion, entered with John Bowe driving. "Suddenly I became a lot more interested in the car's wellbeing," smiled the multiple Australian champion. He promptly put the car on pole but after a technical discrepancy the car was demoted to 35th of 38 starters, but after 10 laps of racing the C2 still finished on the

podium at the Laguna Seca track.

Both time and funds were sunk into the Corvette's 'well-being' and whilst the car is still the opposite of 'Driving Miss Daisy', it does at least give the pilots some warning prior to spitting itself into the kitty-litter. Over a coffee, the Revival virgins explained their thoughts on controlling 515bhp at 7,200rpm with 450ft.lb. of torque on period Dunlop rubber in a car tipping the scales at 1350kg. "It's been a caged animal all its life," advises Joe, "and as a first race car I couldn't have picked a more difficult way to go."



The two-driver format means time is lost in the pits but with practice the boys swap quickly



Post qualifying, plenty of reflection for Joe; "Need to be faster, mate," he confirmed - Mdina GP Malta



## Tech Spec

### 1965 Chevy Corvette C2

Power plant built by Synergy Race Engines specifically for Historic Race Rules

327ci Chevrolet V8

Fuellie heads

Standard inlet manifold, pressed steel rockers, flat tappet cam and followers

ASR wet sump

Dual point distributor

Holley 750cfm double-pumper carburettor

12.0:1 compression

450ft.lb. @ 4,500rpm

515bhp @ 7,200rpm

Super T10 four-speed manual transmission

Independent upper and lower A arms with coil springs and shocks front

Independent, nine-leaf spring with radius arms and direct-acting shocks rear

3.9:1 differential ratio

Vented 11.75" disc brakes with four-pot callipers

15x7" wheels

1,350kg race weight



Once the starter switch is prodded, scaring the occupants is natural to the C2 and the coming weekend would prove no different. Add the dangers of the 2.4-mile Goodwood Circuit, the huge crowds, 30-plus very fast cars with their extremely talented pilots plus a worldwide interest, it would be impossible not to suffer nerves come Sunday afternoon's feature event: the one-hour, two-driver RAC TT Celebration Race. Whilst no doubt Mr Bowe has seen it all before, his abilities behind the wheel are well documented and this weekend was to bring up an amazing 1,001 race starts.

I admired the owner's approach; although slightly daunted by the Goodwood experience he's honest about his talents and pre-match nerves but also friendly and relaxed. Joe was always willing to chat with enthusiasts and happy to pose for photos. His preparation for this 'European Tour' added a few more passes to the glass on the Corvette that include not just his local track of Sandown but also Phillip Island, Winton and Eastern Creek. On such circuits, with the benefit of expert tuition, Joe got to grips with the

mighty 'Vette. Taming a rear end that only requires a fraction too much foot before spinning up, quick reactions are needed to control the sideways slides whilst heavy braking minus lock-ups requires time spent in the seat. Racing in Group S category in Australia actually meant an engine replacement upon returning home; their season gets underway as ours finishes and the 2016 rules allow for top-end upgrades that will boost the horsepower further to over 600. ➔





Dropping the starter's flag at Goodwood resulted in a blue haze of oil and tyre smoke accompanied by an eruption of engine revs in which the Corvette's exhaust note would play a big part. First corner and the decision to stay on the outside meant Joe was pushed back but also ensured survival. What we didn't realise at the time was the C2 had a gearbox issue and things became more interesting when 1,350 kilos of red muscle pirouetted in a haze of blue. I watched the spin live on the big screen and when the car entered the pits shortly after, I thought their day was done. The crew secured third and fourth gears and, with an almighty push, Joe trundled back down the pit lane and out into the cauldron.

Battles raged throughout the field and the front running pace was staggering with the professionals earning their fees. Credit should be given to our C2 pilot who, on this day, faced some tough challenges during his stint and didn't buckle. In fact Joe still circulated after his allotted time but eventually passed the two-speed V8 over to John Bowe, who proceeded to lap ever faster each circulation for the remainder of the hour. Their quickest lap came on number 26 as John put in a 1:30.8 taking the speed up towards 100mph average for the 2.4 miles. The

chequered flag fell and it was all smiles in the paddock as the crew set about fixing the gearbox selection issue. The day was done, the team had got what they came for, no damage plus a finish; now came the well-rehearsed sequence that will see the C2 transported to its next pit lane for another weekend of motorsport in Malta.

Enthusiasm locally meant most of the Island of Malta knew the Corvette had arrived long before the tyres touched the ground. Social media lit up with images of this special car, still secured to the upper deck of the transporter that had travelled from Purfleet in Essex. Three thousand miles completed, the car would face a clean and await Joe's arrival from Australia.

A native of Malta, Joe would have been around 10 when his family moved Down Under and after a successful career in the steel industry, the time had come to return to his birthplace, catch up with wider family and enter the Mdina GP. Without a permanent race track on Malta the roads around Mdina are closed to regular traffic and the town known as the 'Silent City' becomes anything but for one weekend every October. Like most street circuits it is very technical, no run-off areas here, and mistakes usually result in damage.

At just 2.2km the grids are reduced to six to 10 per race, and each competitor will qualify on the Saturday with Sunday's race day offering two chances against local talent and a host of UK entrants. Only one car could be distinguished from the far end of the circuit; there was no mistaking that V8 soundtrack. Joe launched it off the line and by the first corner held top spot. Taking care not to lose traction through the tight chicanes Joe controlled the race, although he was "kept honest" at all times by UK driver Ian Foggett in his nimble and quick MGB. Confidence built, the Corvette put on a dominant display taking two wins from the day and some well-earned trophies for its pilot.

Over the decades this machine has built up a character of its own and no doubt continues to bring joy with a V8 orchestra and explosive performance. The Maltese took every vantage point trackside to show their appreciation and with marshals waving their flags the C2 enjoyed its lap of honour. Mission completed in Europe, it was inside yet another container for the 'Vette, placed into the hold of a vessel bound for Australia and, once released, the whole process begins again, the only life this Stingray has known. Next stop, Phillip Island pit lane in February.

My thanks to Joe and Liz Calleja, John Bowe, Steve and Brendon for their time, patience and letting me spend some time in their paddock. **ACM**



Largely intact original interior with Hurst shifter, extinguisher and cut-off. Note fan switch for last lap.



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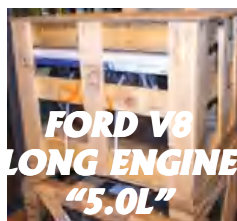
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# Trailer Park King

The Americans are the class of the field. Or the campsite, at least.

Words & photography: Dave Smith



Caravanning and cool are almost totally incompatible. No matter what you do, there'll always be something a bit 'Crocs with socks' about caravanning. No matter how many accessories you have, such as alloy wheels or those black mesh covers to keep the bug-splats off the front, there's no way you can look anything other than totally Ned Flanders while dragging what amounts to a beige or white fibreglass garden shed down the motorway.

Actually, that's not true. There's one caravan that can increase your cool quotient by several hundred per cent. One that will make even hardened Clarksonites look twice, perhaps grudgingly admitting that perhaps the owner is not quite as far beneath contempt as their leader has suggested. One that you wouldn't mind being stuck behind on a single-carriageway A-road. We are, of course, talking about the Airstream.

Airstream started out as cool as a caravan could expect to be - with a lawyer named Wally. He's the guy who began making Airstreams just before WWII in the now-iconic 'flying chrome suppository' style, a style that hasn't

changed radically in the past 80 years because... well, he got it right first time. It's still going strong today.

Over here, Airstreams are a rare sight. This is because US Airstreams were not Euro-friendly - they came with electric brakes, and with the axle set way back meaning that the nose-weight was horrific. So, a few

years ago, Airstream Europe was set up to fit American Airstream bodies onto German caravan chassis. They went down a storm, picking up design awards all over but always being an exclusive brand. Now, while underpinnings are still Teutonic, all of the build takes place at Airstream's Ohio factory. →





Last summer, Airstream Europe invited me to try out their demonstrator, an International 684, for a few days. The UK dealer, Adventure Leisure Vehicles, is based in Cumbria, very close to junction 38 of the M6, and their demonstrator was sited in the hills near the western edge of Lake Ullswater on a charming site called The Quiet Site. Well, it'd be churlish to refuse...

After the 160-odd mile trip from home, we arrived, signed in, were handed the keys, and pointed in the direction of the Airstream. As if we could have missed it... it stood out more than if the QEII had moored up in a canal basin. Still keeping the polished aluminium outer skin, these new models have a more symmetrical look with modern alloy wheels, LED lights and so on. There are two doors, each with a mesh flyscreen, smoked privacy glass all round, and the interior... well.

Starting at the leading end, there's a luxurious U-shaped red leather couch

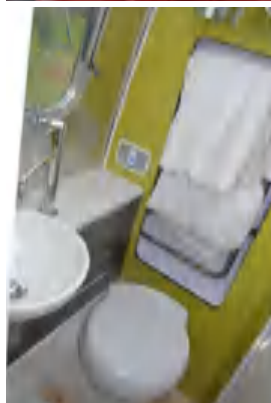
around a table, while the kitchen features a full-size fridge-freezer, microwave, a marble-topped worktop and drainer and an oven and hob with three full-size gas rings. There are clear-fronted, back-lit overhead cupboards, wall racks and plenty of storage space, and all over laminate flooring. Further along, there's the bathroom with proper china bog and sink, plus a decent-sized shower cubicle. At the rear there's a fixed double bed, and very comfortable it is, too.

The quality of the fixtures is pretty stunning. For anyone used to a normal touring caravan with its lightweight (read: flimsy) fittings, this will be a revelation, especially concerning height, where a six-footer doesn't have to stoop at all. There's a full, premium sound system, a flat-screen TV in the living area, just inside the door, and another in the bedroom. The heating and air conditioning system uses a touch-screen control which also manages the water and waste

tanks, but this takes some figuring out for a technical dunderhead like myself. Overall, it's spacious, airy and comfortable, with all mod cons and the modern style of an expensive town apartment show-home.

This is just as well, because for the three days we were there, it rained almost constantly. A shame, but this is Cumbria, not California. This meant that we had plenty of time to sit and appreciate that interior. It also meant we had plenty of time to nit-pick. There weren't many nits - the missus reckoned that it should have a four-burner hob if you were on an extended stay, and it's all open-plan, with no dividing door or screen between the bedroom and the rest of the 'van. There's plenty of exposed polished aluminium on the inside, too, which might glare a bit in direct sunlight (had we had any), and in some places, the interior ally panels and their rivets weren't particularly well aligned. That's a microscopic nit to pick, bordering on the OCD, but if you're buying a Rolls-Royce product, you want RR attention to detail, and when you're sat inside watching the rain run down the windows, you notice this sort of thing.

So what's stopping you buying the coolest mobile living accommodation in Europe? Two things. First, you'll need something really hefty to tow it. This is the International 684, meaning it's 6.8 metres (22'4") internal, over 27 feet total, and 2.5 metres (8') wide, the kerb weight is well in excess of two tonnes, and the MPTLM (Maximum Technically Permitted Laden Mass) almost 2.7



tonnes. This means it's the largest caravan you can have without needing a commercial vehicle to tow it, but you'll still need something very capable to shift the thing - a large 4x4, SUV or pick-up at the least.

The other is the price. Yes, this is probably the best-quality, best-appointed 'van you can get, but this sort of exclusivity doesn't come cheap. Price up the largest twin-axle 2016-model Euro caravan you can find, from a premium manufacturer such as Knaus or Bessacarr. Then double it. And add a bit. This is the



## TECH SPEC

### Airstream International 684

Overall length 8,250mm/27'  
Internal length 6,806mm/22'4"  
External width 2,500mm/8'  
Internal width 2,330mm/7'7"  
External height (exc A/C) 2,650mm/8'8"  
MTPLM (upper limit) 2,680kg  
MTPLM (lower limit) 2,499kg  
MIRO (Mass In Running Order) 2,099kg  
Personal effects payload 197kg  
Optional equipment allowance (max) 203kg  
Nose weight 120-150kg (depending on options fitted)  
Coupling height 463mm  
Tyres 185/60R14



demonstrator, which means it's the top model and comes with everything on the extensive options list, but that sum total would buy you a one-bedroom flat in Ilford, or TWO three-bedroom terraces in Middlesbrough.

This isn't really a 'family' van. Yes, it's a four-berth, because the table telescopes down to make a huge bed at the front, but really it's a caravan for a couple to enjoy peace, quiet and sybaritic luxury. The exclusivity and snob appeal is untouchable, and the build quality means that this 'van' will still be a mobile palace long after any other van has fallen to bits. It will also hold its value in a way that would make a salesman of similarly priced cars weep. You want to be the envy of the campsite, or of the showfield at an American car show? This is the way to do it. But be prepared to cringe every time someone steps in with muddy shoes on... **ACM**



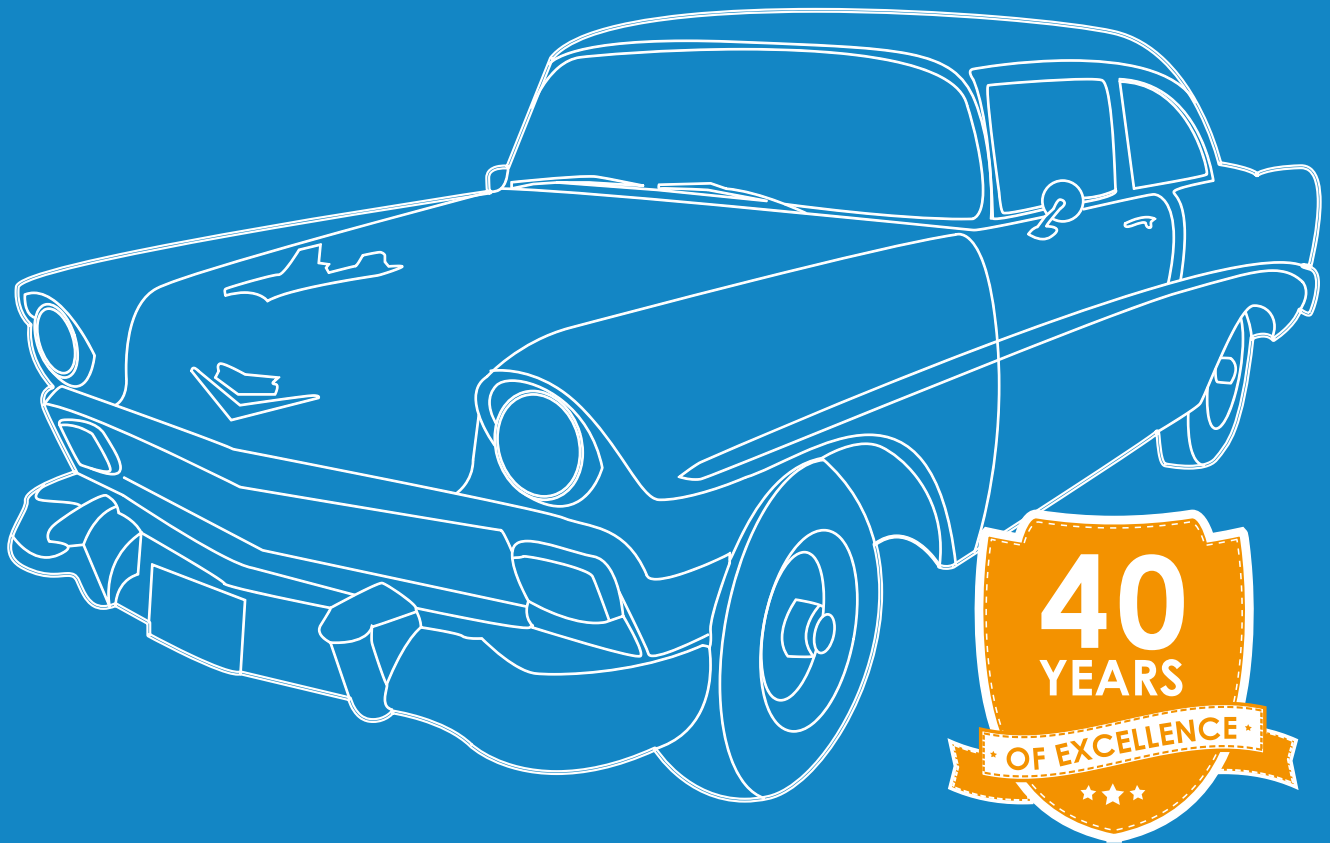
## Airstream HQ

On the way home, we dropped in at Airstream's UK HQ, Adventure LV in Cumbria, who also stock premium Euro brands such as Eriba, Tabbert and Hymer. It was the Airstream side of the operation that interested us, and there's an indoor showroom with all the newer models, plus a selection of used models outside. Inside, you can compare the sizes of different models, and really get a feel for them. At the back of the massive facility is the workshop where they maintain and repair all the Airstreams, as well as keeping a large stock of spare parts, panels and glass. Outside, I was delighted to see a genuine early Sixties Airstream Bambi, looking tiny next to all its siblings and with all original interior fixtures right down to a mirror with the compliments of dealer, Marty Franch.

For all new and late-model Airstreams, these are the guys to speak to, either in Cumbria or their southern base in Gloucestershire. Call 01539 624141 or see [www.adventurelv.com](http://www.adventurelv.com) for details of stock and services.



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# Driving Range

January's always a grim month for petrolheads, but there is one beacon of hope... Autosport International.

Words & photography: Dave Smith



I don't know about you, but I find winter an absolute trial. It's grim, cold, damp, there's no racing and, somewhere around the middle of January, you seem as far away as possible from the end of the last show/race season and the beginning of the next. So it's hardly a device of marketing genius to figure out that this would be the best time to buck petrolheads up a bit with a ginormous indoor motor sports show.

Autosport International is probably the closest thing the UK has to America's SEMA Show or PRI Show – it's mostly indoors, which is a good idea, as this is January and we're not in the Nevada desert, and the great names of motor sport all come along to display their wares. The Thursday and Friday are 'trade' days, with one huge hall devoted to the nuts'n'bolts engineering end of the sport. Just a few years

ago, there were plenty of American companies exhibiting here, using the SEMA-like status of this event to help push their products into Europe. This year, those numbers seemed to have dwindled away to almost nothing. ARP had a stand, though they're a global brand, and Aviaid oil systems were displaying, but that's about it.

Among the stands in the other halls there was plenty to see. Milltek had a brand-new right-hooker Mustang 5.0 showcasing one of their latest exhaust systems, while Aurora Bearings were showing off a stunning Kurtis 500 powered by a Chrysler Hemi with dual quads so close together that the clearances must have been measured in Rizlas. Silverstone had a display of the amazing Can-Am machines that will be visiting for the Silverstone Classic – 800bhp of unsilenced V8 is going to →





be a real treat - while Ford's new GT in FIA racing livery was drawing a crowd.

An Ultima mid-engined supercar was sporting a supercharged LS boasting in excess of 1,000bhp, the Nankang Tyres stand had a much-modified Mustang fastback to promote the Mad Max video game, and the UK V8 Series was touting their new Australian V8 Supercars-type series. Andy Robinson's Pro Mod Camaro was on the NGK stand, a Challenger Hellcat stalked the Performance Car Show end of the halls, and there was a Polaris Slingshot causing much head-scratching. Lucas Oils, Santa Pod and Hauser Racing were all displaying rear-engined dragsters.

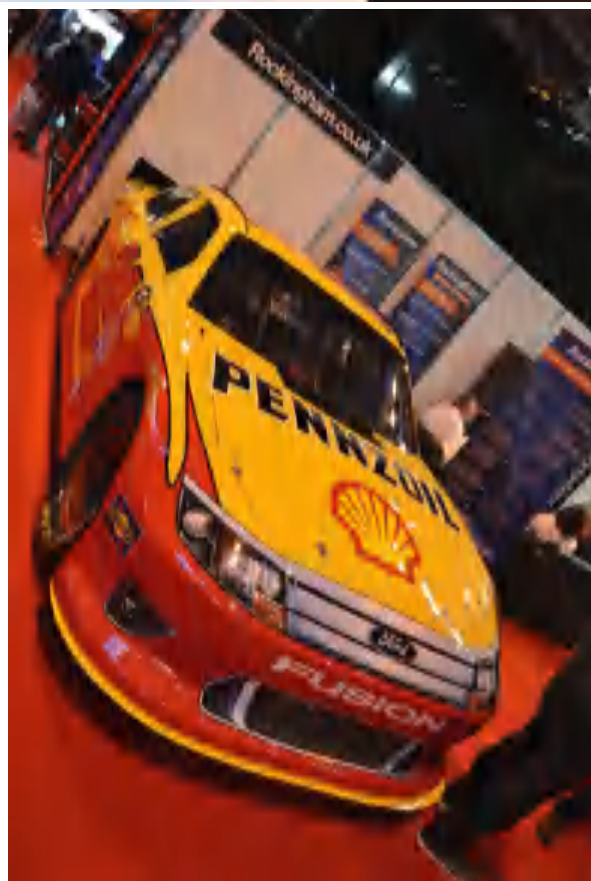
Star of the show for me was the Serck Motorsport stand, this year using Mark Todd's Street Eliminator

Pontiac GTO to showcase their cooling and performance parts. It didn't need anything fancy, or a flotilla of tits'n'teeth girls in Lycra; it just sat there, being menacing, allowing people to check out its amazing engineering, and being the best ambassador for doorslammer drag racing there could be.

It had been a good event, plenty of glitz, glamour and shine, but, for me, still missing a bit of the ambience and 'buzz' of previous years. It was still well worth the trip (as I kept telling myself while I was forking over £12 to the car park attendant) but one look at SEMA or PRI will tell you that, if they want to present Autosport International as a viable rival, they still have quite a long way to go. **ACM**







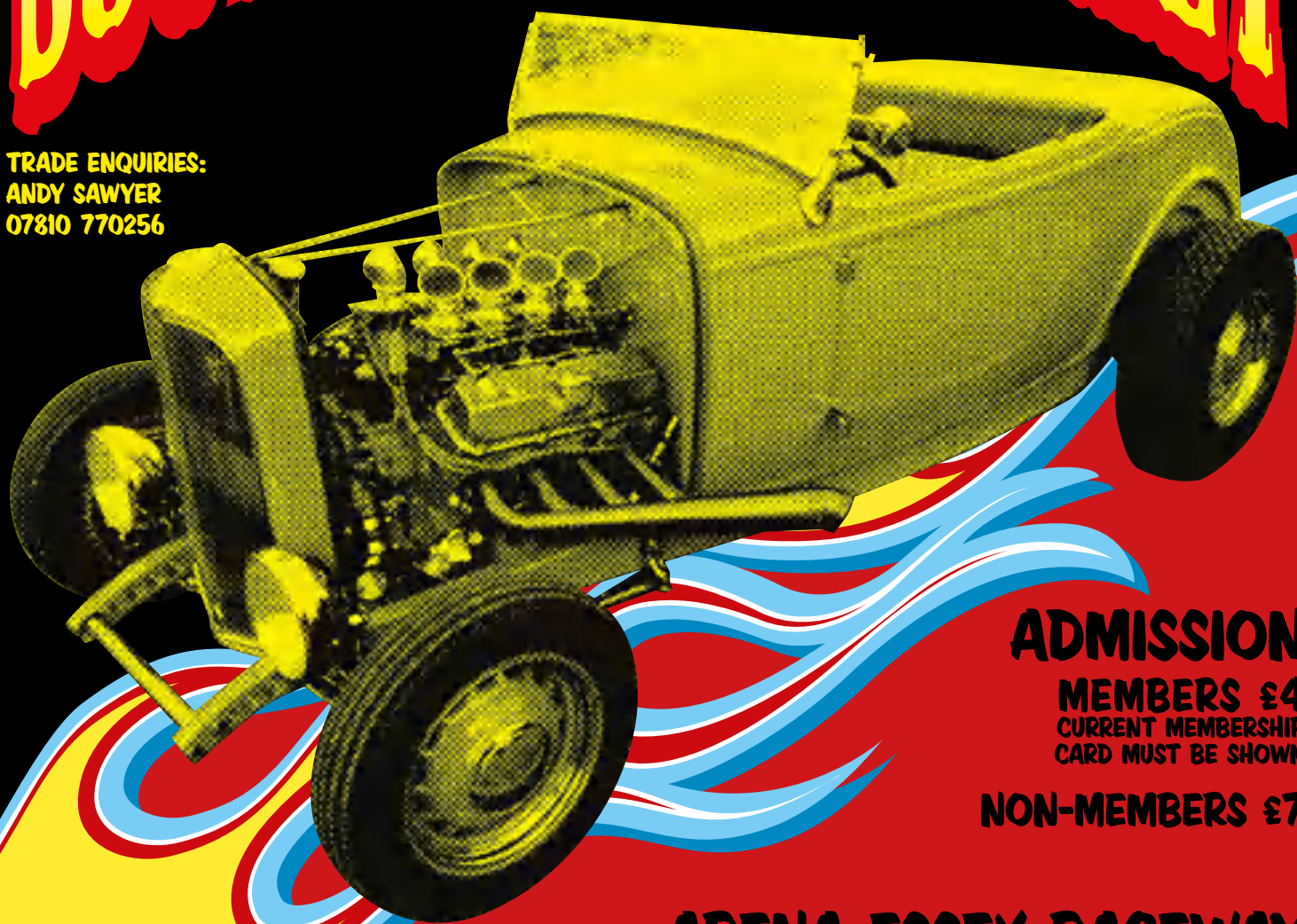


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# **SUNDAY 20TH MARCH 2016**



# New Year's Revelations

Winter in Detroit is harsh, but there's one thing to warm to - the North American International Auto Show.

Words: Dave Smith



Arguably the biggest event on the American auto show winter tour is the one in the Big Three's home town itself, Detroit's NAIAS. Even in the dead of winter, this event is bustling and usually home to a new line or concept launch or two.

This year was no exception, and there were quite a few beauties to behold. All the brands under the Fiat Chrysler Automobiles banner turned up mob-handed and annexed a huge area to themselves, and the biggest news from that corner was the 2017 Chrysler Pacifica. Chrysler arguably created the minivan segment of the market for themselves back in the Eighties, and it's still a major source of their market share, so the new Pacifica and its hybrid version are a very big deal even if they're not particularly sexy. Based on an all-new platform, the up-to-eight-passenger wagons come with the Pentastar V6 or hybrid powertrains and offer a whole raft of new high-tech features but, oddly, no diesel option.

The Ontario-built Pacifica will be on sale in spring, with the hybrid following by summer. Other FCA vehicles on display included some of those that featured heavily at SEMA, including the Dodge Charger Deep Stage 3 in the Mopar area, adding 75bhp and custom touches with the Scat Pack 3 kit.

Ford were making a big deal of their new Fusion, another big mid-market seller, but the enthusiasts would have been getting more excited by the F-150 Raptor SuperCrew, which Ford are calling the "smartest, most capable Raptor ever". The new high-output 411bhp 3.5 EcoBoost, a new 10-speed transmission and torque-on-demand transfer case, plus a 500lb saving over the previous model, make this full four-door truck a force to be reckoned with off-road.

Over at Lincoln, the spotlight was on the new Continental, a welcome return of the name that adorned decades of Lincoln's flagship cars but quietly disappeared in 2002. First debuted as →





a concept car early last year, this new full-size sedan - described as "elegant, effortlessly powerful, serene" - will be powered by a 3.0 EcoBoost twin-turbo V6 offering 400bhp and all-wheel-drive. It goes on sale in autumn as a 2017 model, and will hopefully be a return to form from a company that hasn't had much to shout about recently.

Chevrolet were busy plugging their long-range electric Bolt, but next door at GMC it was all about the 2017 Acadia, a 'reimagined' mid-size crossover that's shorter, narrower and a whopping 700lbs lighter than the 2016 model. The new three-row will have either 2.5 four-pot or 3.6 V6 power, sit between the Terrain and Yukon in the line-up, and of course there'll be a plush Denali model.

Unusually, most of the limelight was shining on Buick, and what we can only hope will be another return to form. Much focus was on the new Envision, a compact crossover, brand-new from the ground up, and powered by a 252bhp turbo four-pot and all-wheel-drive. Called a 'global' product, it'll go on sale later this year as a late 2016 model. Far more exciting, however,

was the Avista concept, a handsome 2+2 coupe with a strong hint of the old Riviera about it. The 400bhp twin-turbo V6, eight-speed auto transmission, rear-wheel drive and pillarless hardtop look don't hurt, either.

Still, as jaw-dropping as the Avista might be, the headlines were all well and truly grabbed by the VLF Force 1, a car that may not have made it to the show at all - before the show, Aston Martin "requested" that they not unveil the Force 1 at Detroit because it infringed on their DB10's copyright. VLF responded with a lawsuit of their own and unveiled it anyway. VLF is made up of designer Henrik Fisker of the ill-fated Fisker brand, celebrated auto industrialist Bob Lutz, and ex-Boeing executive Gilbert Villareal. The car itself is based on the Viper, with the 8.4-litre V10 tuned up to 745bhp and 638ft.lb. of torque, offering 0-60mph in three seconds flat, quarter miles in the high 10s, and a 218mph top speed. Bob Lutz, who helped birth the Viper when he worked at Chrysler, reckons that the Force 1 will sell fewer than 100 examples per year, and will be available in Europe although only in left-hand drive. **ACM**







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# New Projects...

The first jobs have been done on ACM's rolling project car fleet. Let's open with Paul's C3 Corvette getting a once-over from the sultans of shine.

Words & photography: Paul Cowland



## 1980 Chevrolet Corvette

Keen to make the most of the Corvette's original charms, I took a day trip to see my old friends, and purveyors of Royal-warranted car cleaning materials, Autoglym. Originality is a double-edged sword, isn't it? There's nothing quite like the unmolested charms of a factory-

finished car, but then, most of us also want to drive something pretty presentable...

My recently acquired Corvette had only covered some 40-odd thousand miles, and still wore 99.9% of its factory paint. When I acquired the car, it was clear that I had some

polishing or paintwork to do to bring that beautiful hue back to 'Day One' condition. I was keen to try and maintain as much originality as I could, so after trying a few small test patches with polish, I felt sure that the old girl would respond well to a bout of buffing.

While I love a good Sunday morning's driveway detailing as much as the next guy, I was also keen to take up an outstanding invitation from the fine people at Autoglym to come down to see them work their magic. After chatting through with my good friend Mark Docherty at their Letchworth HQ, we both thought it might be great fun to see how mint we could get the car with mostly showroom products... you know, the kind that mere mortals like you and I can buy from our local Halfords.

Upon arriving at their immaculate 'Academy' facility, technician Ryan steamed straight into action. We only had a day to get this done, and he had a lot to do! The car had seen quite a bit of road action prior to this trip,







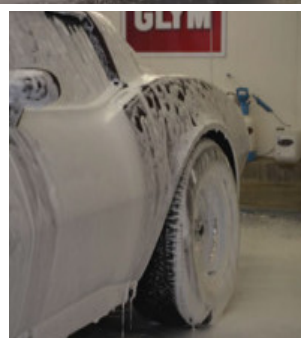
and was really ready for a good clean. Those gorgeous American Racing rims were first in line for attention, and keen to go easy on their polished surface, he used Autoglym's Custom Wheel Cleaner, which is made for such shiny objects as this. Many people incorrectly use an acid-based cleaner on polished wheels - which can lead to discolouration or lacquer damage over time. Stick with the gentle stuff, good people!

Next we allowed a small dip into the 'trade only' box as Ryan snow-foamed the car with Autoglym's unique formulation, which softens and removes dirt prior to the Bodywork Shampoo being generously lathered around the Corvette's curvaceous flanks. Even with these two small steps, the car was looking so much better already. At this point, Ryan decided to remind me of how quick and easy keeping it clean in future could be, by adding a few squirts of Aqua Wax onto the bonnet. This clever stuff can go onto a wet car, allowing you to apply wax as you dry. As one

of life's lazy detailers, this product appeals to me on many levels...

Demonstration over, Ryan allowed the dried car to stand while he turned his attention to the interior. Mats were vacuumed and shampooed, as was the interior, using Interior Shampoo, funnily enough. This stuff is gentle enough to be used on all soft furnishings, so proved to be a real boon in getting the 'Vette back to its best. The dirt shown on the cloth after just one wipe of the seats convinced me that this day was truly time well spent!

Once the bodywork was bone dry, Ryan used a Clay Detailing Kit to remove contaminants from the fibreglass body. Effectively using a piece of sophisticated Blu-tak, this procedure gets rid of sap, bird poo and 'fall-out' that would prevent the surface from being perfectly smooth. It's amazing what comes off what appears to be a perfectly clean car! Rapid Renovator was then used on areas that needed a little lift, with Ryan carefully using a rotary polisher→





to bring the shine back to areas of flat paintwork. The final shine would be locked in with a careful coat of the world-famous Super Resin Polish, topped off with a visually pleasing coat of High Definition Wax, to give the old Chevy a reasonably impervious top layer, protecting the old paint. Fast Glass did what it says on the bottle to get the windows sparkling before the wheels were treated to a coat of the company's new protector and a subtle wipe of Instant Tyre Dressing to add that 'New Rubber' demeanour.

It's easy to write and read about that lot, but there's around seven hours of hard graft there, and as the reveal shots show, it was very much worthwhile. Although the car is far from concours, it is now beautifully presentable, and to many eyes, almost perfect. Not only does it look the absolute business, it's also going to be able to better resist the rigours of winter, too! A worthy result all round, and hopefully an inspiration to a few of you to break out the Super Resin this weekend.

My massive thanks to Mark and Ryan at Autoglym for their help with this ... much more fun than doing it myself!



THANKS TO  
[www.autoglym.com](http://www.autoglym.com)





Next job on the list is a new set of pipes for Elizabeth's late-model muscle Camaro.

Words & photography: Elizabeth de Latour



## 1999 Chevrolet Camaro Z28

I think it's fair to say that one of the main reasons anyone buys a V8, certainly a Yank V8, is for the noise, and from the moment I brought the Camaro home, all I've done is watch exhaust videos, only interrupted by the need for eating and sleeping. My Z28 already had some sort of exhaust jiggy pokery going on as it was rather rorty, and poking my head under the back bumper revealed a rather crude-looking resonator, possibly custom-made, welded-in in place of a silencer, whilst the standard single, downturned exhaust pipe had been retained. It was far from anything resembling a proper exhaust system and while it had volume, it didn't sound particularly great, plus there was a fair bit of drone and nothing kills enthusiasm for an exhaust - or a car - more quickly than a tiresome, droning exhaust. Something had to be done.

There followed an awful lot of research - scouring the forums, scrutinising exhaust videos, comparing sound clips - in order to help me reach a decision. Whilst virtually all of my previous exhaust systems on various cars have been custom affairs, for the Camaro I wanted an off-the-shelf system: I wanted something with a proven track record, with no guesswork about

how it would end up sounding, that would fit and sound great straight out of the box. When it comes to Camaro exhausts, you're seriously spoiled for choice, and it's actually a bit overwhelming; as an exhaust isn't a particularly cheap purchase, I wanted to make sure I'd be making the right choice.

Now, making a loud exhaust is very easy, and numerous friends were encouraging me to make the Camaro as loud as possible, but as a 30-something woman living in a village in Kent I didn't want something obnoxious. I wanted something that would sound good, purposeful, but wouldn't make the Z28 unbearably loud, something that I could enjoy listening to when I wanted to but that wouldn't be intrusive when I just wanted to cruise on the motorway and, after exhaustive (*boom-tish - DS*) research, I decided the right choice for me was MagnaFlow, and that led me to the door of Profusion Customs in Berkshire.

So, a little background about this father and son operation, run by Jag and Raj Jagdev. Dad Jag grew up around the auto industry as his dad had a bodyshop and that's where the young Jag learned his trade, but

after his father retired a family dispute caused the company to close and Jag moved on to work in sales for another company. Son Raj inherited the family interest in cars but Jag insisted he learned about cars professionally and sent him off to Canada on a two-month course to qualify as a mobile electronic certified professional, and that's where he became acquainted with MagnaFlow. Upon his return, he started dabbling in cars and, when Jag saw a customer's Ferrari on the drive, he realised his son was serious about this so he gave up his career as a sales trainer and together they →





took the first steps to starting up Profusion Customs.

In 2007, as working directors, Raj found their current unit for sale in a brand new development, Jag bought it freehold and the pair transformed the unit from a bare shell to a fully kitted-out workshop, office and warehouse themselves. Initially specialising in exhausts and car audio, the latter part of the business was dropped when the pair saw how good standard stereos were becoming, and then the goal was to become the biggest and best stainless steel exhaust supplier in the UK. Having seen the level of brand awareness with MagnaFlow in the States, they decided they wanted to be associated with the company and whilst initially starting out as a reseller, Profusion was granted distributor rights, purchasing the previous supplier's entire stock and just built everything up from there. Profusion has established itself as a real exhaust expert, offering custom systems alongside MagnaFlow products, with its own range of Profusion mufflers, and the company is the largest stockist of MagnaFlow exhausts outside of MagnaFlow themselves. In addition to this, Profusion has a new e-commerce

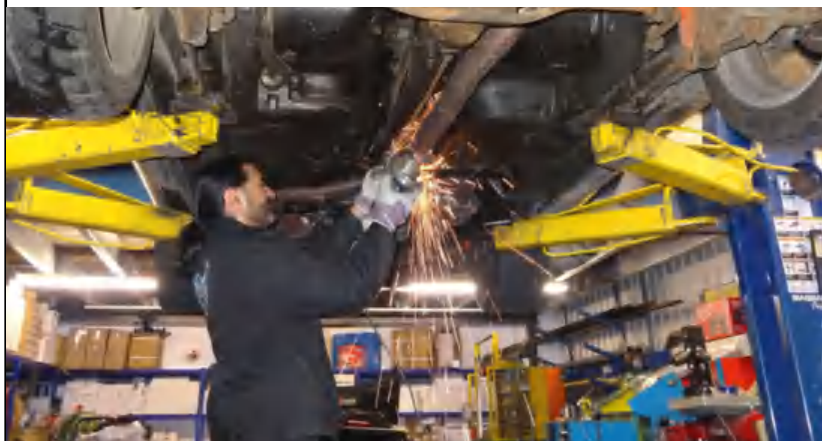
web-shop coming soon where customers will be able to purchase any MagnaFlow exhaust or a huge choice of exhaust parts for custom build options at unbeatable prices, all of which can be shipped worldwide, all backed up by their expert technical advice and support.

Confident that Profusion were the guys for the job, I set about ordering my system - MagnaFlow offers a cat-back system for the Camaro with a choice of two different tip styles: twin 3.5" single-walled single tips, aka cannon, or quad 4" double-walled tips. While quad tips don't look right on every car, the Camaro is big and wide with an awful lot of bumper, and it's not a shy, retiring sort of car either so as far as I was concerned quad tips were the way forward, especially as I'm a big fan of the double-walled design. Delivery was brisk and when it had arrived I set off to the Profusion HQ to treat my Camaro to its early Christmas present.

Step one was to remove the old system, which required Raj to cut the piping order to take it all apart before the guys got stuck into unwrapping the exceptionally well-packed MagnaFlow system. Its mandrel-bent,

3" diameter stainless steel construction was worlds away from the rather sorry-looking standard system and time and time again MagnaFlow has been proven to be one of the best-flowing systems for the fourth-gen Camaro. The quality of the whole system really is stunning and the beauty of an off-the-shelf exhaust is that you know it's just going to fit and I was amazed that, from start to finish, the whole process including removing the old system took less than two hours.

The MagnaFlow system comes with all the required clamps and even some new brackets to hold the long tips in place. I wish I had more to say about the fitting process but really it was that simple - everything fitted straight out of the box and there was zero drama. The longest part of the installation process was making sure that everything lined up perfectly and here I was grateful for Raj's OCD as he double- and triple-checked the positioning of every pipe, ensuring the tips extended out by the same amount on both sides, even using a spirit level to make sure they were perfectly aligned, before tightening everything up and checking everything one last time.







THANKS TO  
Profusion Customs  
[www.profusioncustoms.com](http://www.profusioncustoms.com)  
01753 686878



While I had wondered if perhaps the quad 4" tips might be a little on the large side, they actually suit the Camaro perfectly and look fantastic, just adding the finishing touch to that wide rear end. Of course, it's all about the sound and Jag and I waited with baited breath as Raj fired it up for the first time and it's safe to say we were both impressed, and I was over the moon. Whenever MagnaFlow came up on a Camaro forum thread, everyone would always comment on the quality of the sound the systems produce and having become the owner of a MagnaFlow system I too am now joining that chorus of voices.

At idle there's a rich, deep burble, nothing outlandish or outrageous but most definitely a purposeful, unmistakable V8 sound and when driving at low revs you can feel the V8 rumble. It really starts to open up above 3,000rpm, with a noticeable change in volume and a harder edge to the soundtrack and at full throttle it's pretty sensational plus the less restrictive system definitely feels like it's made the car more responsive

in the mid-range and freed up a bit more power at the top end. Best of all, cruising along on the motorway there's no drone, no nothing, just the faintest hint of V8, making it the perfect partner for anyone who wants to be able to arrive at their destination without ringing ears and a pounding headache. It's exactly what I wanted and was hoping for and is perfect as far as I'm concerned, plus, as I'm planning to go down the route of headers and a free-flowing Y-pipe later, the combination of which will raise volume levels, I didn't want a system that would be too loud now, and unbearably obnoxious later.

A massive thumbs up, then, to MagnaFlow, for making such an awesome exhaust and a massive thank you to Profusion for being such amazingly nice guys and doing such an excellent job - they are truly passionate about what they do, and they do that extremely well. If you're looking for someone to handle all your exhaust needs, Profusion should definitely be at the top of your list. **ACM**







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# Outlaw Street

## 2015 Race Series: Round OS-8



Words: Mark Wallington Photography: Jenny Wren



**When:** October 24th-25th, 2015 **Where:** Halloween Bonfire Burn-Up, Shakespeare County Raceway

Well the final round of 2015 had finally arrived, and by the looks of it, the season had taken its toll on a number of cars – quite a number of members were nursing their cars to the track to make that last-chance blast at the points table for the season, and maybe squeeze that last PB in for the year before winter fell.

Unfortunately, as Outlaw Street descended onto Shakespeare County Raceway for the weekend, so did the rain, turning Saturday into a washout. Despite the best efforts of all the track staff it couldn't be beaten, with the rain only deciding to stop just in time for the flaming burnouts and the end of the day.

Thankfully, being the Halloween event, the staff had built a huge bonfire which everyone headed off to, both to warm up and to reminisce about the season's racing thus far, who'd won, who'd lost and who had the worst excuses as to why they were losing. This, plus the fireworks and traditional fancy dress event, managed to console everyone for missing out on a day's racing.

Sunday started dry and stayed dry, with the Outlaw Street members all out early and signed on raring to go, some a little too early as they'd forgot the clocks had gone back! It was clear that everyone racing was in the "if you don't break it you're not trying hard enough" mindset, with many of the 20-plus competitors having forced early retirements due to pushing that bit too hard and breaking. This included OS-31 Nick Rose in his yellow supercharged Mustang, who was determined to keep racing and chasing the points despite being plagued with mechanical issues. At each main points-scoring round of the 2015 series the highest points scorer for the meet will win a prize, and the final prize for the 2015 series was won by OS-69 Gary Semper in his 1969 Pontiac Firebird convertible with 218 points. The Joe & Co sponsored Reaction Time trophy and prize money was being chased by all this weekend, as it was clear everyone wanted that one last try to see if they could bag a trophy for the season, with only 0.043 of a second between 1st and 2nd place.

The top six RTs at OS-8 were:

1	OS-67	Clive Dandridge, '67 Mustang	0.011 RT
2	OS-31	Nick Rose, late model Mustang	0.054
3	OS-10	Troy Attree, LS1 Camaro	0.197
4	OS-44	Linden Shepperson, MkII Escort	0.235
5	OS-69	Gary Semper, '69 Pontiac Firebird	0.245
6	OS-9	Rob Leyman, LS1 Monaro	0.266

At every round of the 2015 series there was a WASP Ltd £25 parts voucher up for grabs for the member who makes the biggest improvement on their previous round's ET, meaning the faster you go, the more parts vouchers you win to buy more parts to go... well, faster... The winner of the OS-8 WASP Ltd voucher with an improvement of 0.3277 seconds on their previous rounds ET was OS-69 Gary Semper in his 1969 Pontiac Firebird convertible. Clearly this was Gary's weekend, securing two prizes!

I won't show a league table in this report; instead, next month we'll have a full write-up of the season's prize night and awards, revealing who made it onto the "podium". We'll also reveal the race dates and what Outlaw Street has got planned for 2016. You can follow the events and find out more about Outlaw Street at [www.outlawstreet.co.uk](http://www.outlawstreet.co.uk).

The OS-8 2015 Biggest ET Improvements were:

1	OS-69	Gary Semper, '69 Firebird	-0.3277 (100 points)
2	OS-43	Nigel Jenkins, Mustang	-0.1600 (99 points)
3	OS-67	Clive Dandridge, '67 Mustang	-0.1520 (98 points)
4	OS-19	David Mahoney, C5 Corvette	-0.0300 (97 points)



# When? What? Where?

## Organisers!

**Please send any 2016 event details to us at:**  
**American Car Magazine, The Outlook, 6 Sansome**  
**Walk, Worcester WR1 1LH**  
**or email: [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com)**  
**Likewise your cruise meets for the Monthly Meetings**  
**section.**

### February

**February 14th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**February 18th-21st** - London Classic Car Show, ExCel, London, [thelondonclassicarshow.co.uk](http://thelondonclassicarshow.co.uk)

**February 20th** - Stuntfest, Santa Pod, Northants, [stuntfest.co.uk](http://stuntfest.co.uk)

**February 26th-28th** - Race Retro Historic Motorsport Show, Stoneleigh Park, near Coventry CV8 2LZ, [raceretro.com](http://raceretro.com)

**February 28th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

### March

**March 5th** - Dial-In Day, Santa Pod, Northants, pre-entry only, [rwyb.com](http://rwyb.com)

**March 12th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**March 19th-20th** - RWYB inc Saturday Night Special, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**March 20th** - NSRA Southern Swap Meet, Arena Essex Raceway, Purfleet RM19 1AE, [nsra.org.uk](http://nsra.org.uk)

**March 25th** - Surrey Street Rodders Wheels Day, Rushmoor

Arena, near Aldershot, exhibitors pre-entry only, [surreystreetrodders.com](http://surreystreetrodders.com)

**March 25th-27th** - Festival of Power, Santa Pod, Northants, [santapod.com](http://santapod.com)

**March 25th-28th** - AACUK Spring Nationals, Weston Park, Shropshire TF11 8LE, [americanautoclubuk.com](http://americanautoclubuk.com)

**March 27th-28th** - Easter Nationals, RWYB Sun, classes Mon inc A/SS Round 1, York, [yorkraceway.org.uk](http://yorkraceway.org.uk)

**March 28th** - Mustang Stampede, Ace Cafe, London NW10 7UD, noon-4pm, [ace-cafe-london.com](http://ace-cafe-london.com)

### April

**April 2nd** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**April 2nd-3rd** - Public Track Weekend, Shakespeare County Raceway, Stratford-upon-Avon, [shakespearecountyraceway.co.uk](http://shakespearecountyraceway.co.uk)

**April 9th** - Saturday Night Special RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**April 15th-17th** - AACI Spring Open Nationals, Billing

Aquadrome, Northants, [aac-int.com](http://aac-int.com)

**April 16th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**April 16th-17th** - Spring Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, [shakespearecountyraceway.co.uk](http://shakespearecountyraceway.co.uk)

**April 23rd** - InCarNation, Madeira Drive, Brighton, 10am-6pm, [ace-cafe-london.com](http://ace-cafe-london.com)

**April 23rd-24th** - Jukebox & Retro Fair, Brighton Racecourse, [jukeboxfair.co.uk](http://jukeboxfair.co.uk)

**April 24th** - NASC Autojumble, details TBC, [rodandcustom.co.uk](http://rodandcustom.co.uk)

**April 24th** - Kent's All-Ford Show, Aylesford Priory ME20 7BX, [kentsallfordshow.co.uk](http://kentsallfordshow.co.uk)

**April 30th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**April 30th-May 1st** - Atomic Festival, Sywell Aerodrome, Northants, [atomicfestival.co.uk](http://atomicfestival.co.uk)

**April 30th-May 1st** - International Ford Show, Sandown Park, Surrey, [theinternationalfordshow.com](http://theinternationalfordshow.com)

**April 30th-May 2nd** - APIRA 9th Springspeed Nationals, Shakespeare County Raceway, Stratford-upon-Avon, [shakespearecountyraceway.co.uk](http://shakespearecountyraceway.co.uk)

### May

**May 1st-2nd** - UK Open Nationals, RWYB & classes inc A/SS Round 2 & 3, York, [yorkraceway.org.uk](http://yorkraceway.org.uk)

**May 2nd** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**May 6th-8th** - NASC Neil's Springnationals, details TBC, [rodandcustom.co.uk](http://rodandcustom.co.uk)

**May 8th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**May 14th-15th** - Late Spring Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, [shakespearecountyraceway.co.uk](http://shakespearecountyraceway.co.uk)

**May 15th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**May 21st** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**May 27th-30th** - FIA Main Event, European Drag Racing Championships round 1, Santa Pod, Northants, [santapod.com](http://santapod.com)

**May 27th-30th** - PowerFest, RWYB & classes Sun-Mon inc A/SS Round 4 & 5, York, [yorkraceway.org.uk](http://yorkraceway.org.uk)

**May 28th-29th** - National Hot Rod & Custom Show, Peterborough Showground, [hotrodandcustomshow.co.uk](http://hotrodandcustomshow.co.uk)

**May 28th-30th** - Yanks Weekend & NASC Gary's Picnic, Shakespeare County Raceway, Stratford-upon-Avon, [shakespearecountyraceway.co.uk](http://shakespearecountyraceway.co.uk)

### June

**June 3rd-5th** - NSRA Billing Fun Run, Billing Aquadrome, Northants, [nsra.org.uk](http://nsra.org.uk)

**June 4th** - RWYB, Santa Pod, Northants, [rwyb.com](http://rwyb.com)

**June 5th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

## Monthly Meets

Every Tuesday - Petrolhead meet @ Witham and Blues, Boston, Lincs, PE22 7AJ, [withamandblues.com](http://withamandblues.com)

Every Sunday - National Can Am car club, 2pm, The Viewpoint, Parkstone, Poole, Dorset, [canamcarclub.org.uk](http://canamcarclub.org.uk)

1st Tuesday - Black Country Cruisers, 7.30pm, The Greyhound Inn, Swindon near Wombourne, 01384 287243, [blackcountrycruisers.co.uk](http://blackcountrycruisers.co.uk)

1st Wednesday - Hot Rod Night, 6pm on, Ace Café NW10, 0208 961 1000, [ace-cafe-london.com](http://ace-cafe-london.com)

1st Wednesday & 3rd Wednesday - American Auto Mags Cruise, The Hollow Tree, off A49 Stretton WA4 4LX, 01606 888324, [americanautomags.com](http://americanautomags.com), during British Summer Time ONLY!

1st and 3rd Wednesday - The Victory Wheelers meet, The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT

1st Sunday - V8 Mentalists Breakfast Meet, The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, 07950 258704

1st Sunday - AACNW Big Meet, 10am on, Krispy Kreme Trafford Park, behind Trafford Centre, 0161 865 7684/01744 609404

1st Sunday - Goodwood Breakfast Meet, Goodwood, W Sussex (NOT July or September) [goodwood.com/breakfastclub](http://goodwood.com/breakfastclub)

1st Sunday - Boneshakers SE, The Barley Mow, Selmeaton, E. Sussex BN26 6UF, 07541 524430 or 07738 374905

1st Sunday - MOCGB South Coast Muzzers, Cams Mill, Fareham, Hants PO16 8AA, 10.30am on, tel Keith 07785 577552, [Keith@its-its.net](mailto:Keith@its-its.net)

2nd Wednesday - UK Street Machines, The George Inn, Main Rd, Wilby,

Wellingborough NN8 2UB, [ukstreetmachines.com](http://ukstreetmachines.com)

2nd Saturday - Big Moe's Diner, A13 Newham, London IG11 OAD, [bigmoesdiner.co.uk](http://bigmoesdiner.co.uk)

3rd Monday - National Can Am Club, 7.30pm, Old Thatch, Wimborne Rd West, Ferndown, Dorset BH21 7NW, [canamcarclub.org.uk](http://canamcarclub.org.uk)

3rd Wednesday - The Bowling Green, Lichfield, Staffs, 7pm on

3rd Wednesday - The Head Gas Gits, North Star pub, Iver, Bucks SLO 9AL, [facebook.com/groups/headgasgits](http://facebook.com/groups/headgasgits)

3rd Friday - The Pebble Dash, Roedean Cafe, Marine Drive, Brighton BN2 5RL, 7.30pm on, see Facebook

3rd Sunday - Burnout Auto Club, meet 3pm, Wrey Arms, Sticklepath, Barnstaple, Devon, 07973 471125 or see Facebook

3rd Sunday - Fairmile Pub, Portsmouth Road, Cobham, Surrey KT11 1BW, 07802 166957

3rd Sunday - American Auto Mags Lunch Cruise, The Hollow Tree, Cheshire WA4 4LX, 11am on, winter months ONLY! 01606 888324

Last Wednesday - Woody's Hot Rod & Classic Meet, Woodland Waters, Grantham, Lincs NG32 3RT, Facebook "Hot Rod night at Woody's Bar"

Last Friday - National Can Am car club, 7pm, McDonalds, Wessex Gate Retail Park, Creekmoor, Poole, [canamcarclub.org.uk](http://canamcarclub.org.uk)

Last Saturday - All American Cruise-In, 4pm on, Ace Café NW10, 0208 961 1000, [ace-cafe-london.com](http://ace-cafe-london.com)

Last Saturday - Chelsea Cruise, Chelsea Bridge SW8 4NG from 8pm, Derek 0208 765 1381

Last Saturday - Knights CC cruise, St James Retail Park, Knaresborough, N Yorks HG5 8PZ, March - September



**June 5th** - Classic Ford Show, Santa Pod, Northants, classicfordshow.co.uk

**June 5th** - Can Am Lazy Sunday, St Edwards School, Poole BH15 3HY, canamcarclub.org.uk

**June 9th-12th** - Hot Rods & Hills, Pooley Bridge, Cumbria, search Facebook Hotrods And Hills

**June 11th** - RWYB, Santa Pod, Northants, rwyb.com

**June 11th-12th** - RWYB inc Bracket Gamblers, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**June 12th** - American Speedfest IV, Brands Hatch, Kent, speedfest.co.uk

**June 17th-19th** - AACI Summer Open Nationals, Billing Aquadrome, Northants, aac-int.com

**June 18th** - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

**June 19th** - Hot Rod & Custom Drive-In, Beaulieu, Hampshire, beaulieu.co.uk

**June 24th-26th** - NSRA Nostalgia Nationals, Shakespeare County Raceway, Stratford-upon-Avon, nsra.org.uk

**June 24th-26th** - AACUK Summer Nationals, Hatton Country World, Warwick CV35 7JJ, americanautoclubuk.com

**June 25th-26th** - MSA Summer Nationals, Santa Pod, Northants, santapod.com

## July

**July 1st-3rd** - Can-Am Independence Day Weekend, Cofton Country Holidays, nr Dawlish, Devon, canamcarclub.org.uk

**July 2nd** - RWYB, Santa Pod, Northants, rwyb.com

**July 2nd-3rd** - Cars & Stripes, Rockingham, Northants, cars-and-stripes.co.uk

**July 2nd-3rd** - Flywheel classic car & aircraft show, Bicester Heritage, flywheelfestival.com

**July 2nd-3rd** - Sportsman Nationals, RWYB, A/SS Round 6 Sat, 39th Street Racer Championship Sun, York, yorkraceway.org.uk

**July 3rd** - Retro Show, Santa Pod, Northants, retroshow.co.uk

**July 7th-11th** - Americana International, Draycott DE72 3PD, americana-international.co.uk

**July 9th** - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

**July 10th** - Test'n'Tune, North Weald, Essex, maitlandracing.com

**July 15th-17th** - Phantoms Hot Rod Hootenanny, Stirling Rugby Club, FK9 5AP, 07789 280600, phantomscc@outlook.com

**July 15th-17th** - Dragstalgia, Santa Pod, Northants, dragstalgia.co.uk

**July 17th** - Kent's Kit, Custom & American Car Show, Aylesford Priory ME20 7BX, kentskitcustom-andamericancarshow.co.uk

**July 22nd-24th** - Silverstone Classic, Silverstone, Northants, silverstoneclassic.com

**July 23rd-24th** - Midsummer Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**July 29th-31st** - Mopar Euronational, Santa Pod, Northants, 01234 782828, moparnats.co.uk

**July 29th-31st** - Hot Rod Hayride, Bisley, Surrey, hotrodhayride.com

**July 30th-31st** - AACUK Mid-Summer Show, Wicksteed Park, Northants NN15 6NJ, americanautoclubuk.com

**July 31st** - Test'n'Tune, North Weald, Essex, maitlandracing.com

## August

**August 5th-7th** - Doncaster Road Runners, Parklands Sports Club DN2 4LT, 07833 114635, doncasterroadrunner.co.uk

**August 11th-14th** - NSRA Hot Rod Supernationals, Old Warden, Bedfordshire, nsra.org.uk

**August 11th-14th** - Bulldog Bash, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**August 13th** - Buster Lang's show, Sandown Park, Surrey KT10 9AJ, busterlang.com

**August 13th** - RWYB, Santa Pod, Northants, rwyb.com

**August 19th-21st** - AACI Late Summer Open Nationals, Billing Aquadrome, Northants, aac-int.com

**August 20th** - Saturday Night Special RWYB, Santa Pod, Northants, rwyb.com

**August 21st** - Test'n'Tune, North Weald, Essex, maitlandracing.com

**August 21st** - Victory Wheelers Hot Rod & Custom Show, Stansted House, Hampshire PO9 6DX, victorywheelers.co.uk

**August 21st** - Monster Truck Nationals & RWYB, Santa Pod, Northants, monstertrucknationals.co.uk

**August 26th-28th** - NASC Street Rod Nationals, details TBC, rodandcustom.co.uk

**August 27th-29th** - MSA/ACU APIRA Open Sport Nationals, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**August 28th-29th** - 6th Hot Rod Reunion, RWYB & classes inc A/SS Round 7 & 8, York, yorkraceway.org.uk

**August 28th** - CanAmania, Julians Road, Wimborne, Dorset, canamcarclub.org.uk

**August 31st** - Junior Drag Racing Fun Day, Santa Pod, Northants, santapod.com

## September

**September 3rd-4th** - Beaulieu International Autojumble, Beaulieu, Hampshire, beaulieu.co.uk

**September 3rd-4th** - Kustom Kulture Blast-Off, Lincolnshire Showground, Lincoln LN2 2NA, kustomkultureblastoff.com

**September 8th-11th** - FIA European Drag Racing Championship Finals, Santa Pod, Northants, santapod.com

**September 9th-11th** - NSRA Hot Rod Drags, Shakespeare County Raceway, Stratford-upon-Avon, nsra.org.uk

**September 11th** - Kent's Classic Car Show, Aylesford Priory ME20 7BX, kentclassiccarshow.co.uk

**September 16th-18th** - AACUK Autumn Nationals, Drayton Manor Park, Tamworth B78 3TW, americanautoclubuk.com

**September 17th** - RWYB, Santa Pod, Northants, rwyb.com

**September 17th-18th** - Isle of Wight Classic Car Show, Newport Saturday, Ryde Sunday, tel 0208 439 7871

**September 18th** - FordFest, Santa Pod, Northants, fordfestshow.co.uk

**September 18th** - UK Northern Finals, RWYB & classes inc A/SS Finals, York, yorkraceway.org.uk

**September 24th-25th** - Late Summer Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**September 24th-25th** - National Finals, Santa Pod, Northants, santapod.com

## October

**October 1st** - RWYB, Santa Pod, Northants, rwyb.com

**October 2nd** - The P-15 Picnic for 1946-48 Chrysler group cars, Sywell Aerodrome, Northants NN6 0BN, robn@rockthejoint.com

**October 8th** - RWYB, Santa Pod, Northants, rwyb.com

**October 8th-9th** - Mid-Autumn Madness RWYB, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**October 9th** - Judgement Day, RWYB, York, yorkraceway.org.uk

**October 22nd-23rd** - Halloween Bonfire Burn-Up, Shakespeare County Raceway, Stratford-upon-Avon, shakespearecountyraceway.co.uk

**October 22nd-23rd** - RWYB inc Saturday Night Special, Santa Pod, Northants, rwyb.com

**October 29th** - Flame & Thunder, Santa Pod, Northants, santapod.com

**October 30th** - RWYB, Santa Pod, Northants, rwyb.com

## November

**November 10th-14th** - Rhythm Riot, Pontins Holiday Centre, Camber, Sussex, rhythmriot.com

## When: March

## What: Superb weekends

## Where: Everywhere!

Easter is early this year, which means it all gets busy around the end of March with the two main season-openers within five days of each other - the NSRA Southern Swap Meet on Sunday 20th and Surrey Street Rodders' Wheels Day on Good Friday, March 25th (note: exhibitor pre-entry only!). After that you can chill at the AACUK's new Weston Park long weekend, get an early burst of nitro at Santa Pod's Festival of Power, RWYB or join the first heat of American Super Stock up at York, or join the Mustang Stampede to the Ace Cafe on Easter Monday. Then it's all downhill into another full-on season - you ready?





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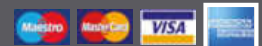
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# What's In The Workshop

## Livin' Like A Renegade

A special extended version of What's In The Workshop this month because... well, it's a special, extended workshop!

### THANKS:

You can take an online virtual tour of the FCA Melfi plant by visiting <http://fcamelfiplant.fiat.com>



Jeep are flying high at the moment. After a 2015 where records were being broken like plates in a Greek restaurant, they ended the year with some impressive stats - overall sales were up 176 per cent over 2014, with sales in 2015 exceeding sales made in 2011 to 2014 combined! Last year was their best ever sales year in Britain, and this year is their 75th anniversary year. There's definitely one star player on the team - 60 per cent of those sales came courtesy of the new Renegade, Jeep's little crossover that was conceived in the union between Chrysler and new owners Fiat.

Doubtless, many dyed-in-the-wool Jeepers feel the same way about the Renegade as many Chevrolet fans felt when they saw the bowtie badge stuck on a Daewoo 10 years ago. It's based on a shared Fiat platform and built in Italy at a Fiat factory, for heaven's sake! However, if it's selling well for them, then that's clearly the way to go, and if it

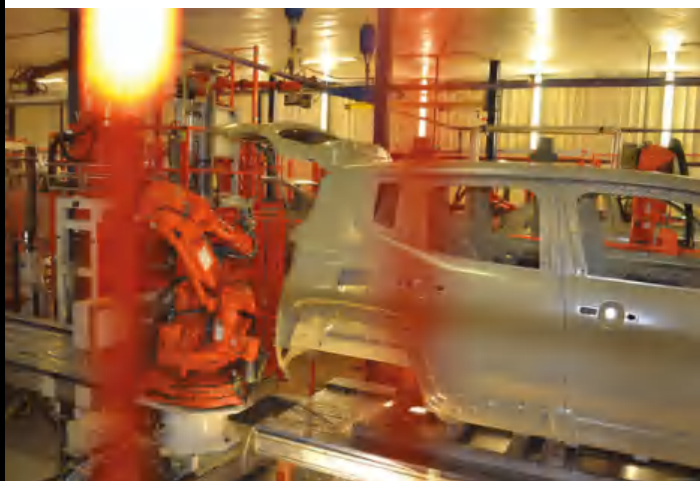
keeps Jeep in the UK - the last 'North American' brand in Britain now Chevrolet, Dodge and Chrysler have all pulled out - then I'm all for it. So when the nice folk at Jeep asked if I'd like a tour of the factory, I was keen.

Located in the southern half of Italy, about 100 miles inland from Naples, in an area suffering from mass unemployment, the plant was built in 1993 to make the then-new Punto. Since then it's churned out eight million cars. It's a very modern plant, generating its own power using a natural gas generator, wind and solar power, and recycling 100 per cent of its water. There are 18 first-tier suppliers very close by, and of the two-thirds of the cars' Italian-made components, most are made local to Melfi. Cars are entirely built within the four main areas of the Melfi plant - they can turn sheet steel into a finished car within 30 hours.

The Jeep Renegade and Fiat 500X - both sharing the same platform - went into mass production in August 2014, the







first Jeep to be built entirely away from Toledo. They'd better get used to it; soon there'll be five Jeep plants worldwide. The Americans don't seem to mind, though, and around 20 per cent of US Renegade buyers are existing Jeep customers. In the first seven months of production, Melfi exported 36,000 Jeeps to America, and the US still accounts for about 60 per cent of Renegade sales.

The guys at Melfi are keen to point out that the Renegade is still very much a Jeep, conceived and developed in the States, and is a Jeep regardless of where it's built. Cherokees are now built in China, but FCA says that the big, upscale models that traditionally sell best in America will continue to be made in America.

The trip was a two-day affair, the first day taken up with driving Renegades around the local countryside, including trekking up trails in the local hills. This should have been a very enjoyable experience, despite the very British weather, but I'd got a stinking cold and felt like my head had been inflated to 36psi, so wasn't really getting the best of it...

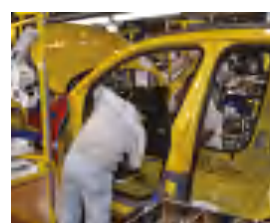
Day two saw a whole crowd of us visiting the Melfi plant, close to two million square metres of modern factory in four main

buildings - the press shop, the body shop, the paint shop and assembly line.

On the body assembly line, there are 180 robots, each capable of doing 105 spot welds in 54 seconds, each accurate to within 0.1mm. In fact, all the spot welds are done by robots. The body-in-white is extensively sealed, the Renegade and 500X receiving twice as much sealant as the outgoing Punto, not just for weatherproofing and corrosion resistance but also for sound deadening; these cars are surprisingly silent to drive. The new 'low environmental impact' paint shop is the second plant in the world set up to do wet-on-wet painting, where 54 robots can spray three coats of enamel over the entire shell in just 90 seconds. They can two-tone a car in one pass! There are five layers of coatings on each car, starting with a three micron phosphate coating for corrosion resistance. Then there's a 22 micron electro-coating, 28 microns of primer, 15 microns of basecoat and 35 microns of clearcoat. That's just over 100 microns total, or about one-tenth of a millimetre, and yet you can stand at the windows next to the line and watch the whole process happen within minutes. →







One thing you notice about the entire factory is just how clean it all is. There are little autonomous electric trucks, like miniature railway engines, that follow coloured lines painted on the floor to deliver parts to workstations all over the assembly line. Everything is computerised, yet each car still has a build sheet tacked to it that tells the production line guys and girls everything from the colour of the interior trim to the car's

final destination market. There are 1,200 individual part numbers and 2,500 parts that go into making each car (for instance, there are four wheels per car, but that's only one part number), and it all happens so fast. The most amazing part - that I could have stood and watched all day - was the huge jig (below and below left) that holds the painted body still while a platform slides in below containing the engine, driveline, all the

subframes, suspension, and even the exhaust, all laid out ready. The platform then lifts up to meet the body, electronically controlled arms ensure that the tops of the suspension struts line up with their holes in the body, then off it all goes to be fastened together. That process took longer for you to read than for them to perform.

The whole factory is very open, and clearly very proud to be making the little Jeep. There are 20 shifts a week building

Renegades, with more than 8,000 employees in an area that, 25 years ago, was suffering massive urban decay, so the Melfi plant is certainly something to be proud of. The only part of the visit that puzzled me was that, every few minutes, the PA system would blast out 30 seconds of 'Renegades', the song used in the TV commercials. Whether that was just for the benefit of the visitors I don't know, but if I worked there I think that'd send me absolutely postal after the first day or two... **ACM**





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# blueprints

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## Ford Mustang 1969-1973

**Ford's Mustang was a sales explosion in the mid-Sixties, but by the end of the decade it had lost its simple, sculpted styling and was headed for the muscle car look.**

They gained size, they gained weight, but most didn't gain any extra power. There were some brutes, of course, like the Mach I (which effectively replaced the GT model), the Cobra Jets, and the Boss 302 and 429 models, but there was also the Grande hardtop that was a luxury tourer more like the Thunderbird.

The 1970 models were the ones with the two-slotted vents either side of the headlamps, and were the 'toned-down', less aggressive version of the '69, though warmer versions featured the new Cleveland 351 V8. The 1971 model grew in size again, notably width, as the narrow gap between the suspension turrets in the engine bay had always made fitting big-blocks something of a Tetris exercise. Models now had the bright loop around the headlamps and grille, but the hot models could come with body-colour urethane front end trim. The hardtop version had a tunnelled-in rear window between flying buttresses, while the fastback was now the Sportsroof. Sadly, '71 would be the last year for the big-blocks thanks to tighter emissions regulations. The 1972 models were largely unchanged, likewise for '73: the easiest way to tell a '73 from a '72 is that the later model has the urethane bumper as standard and vertical parking lamps in the grille. The '73 line also provided the last Mustang convertible for almost 10 years.

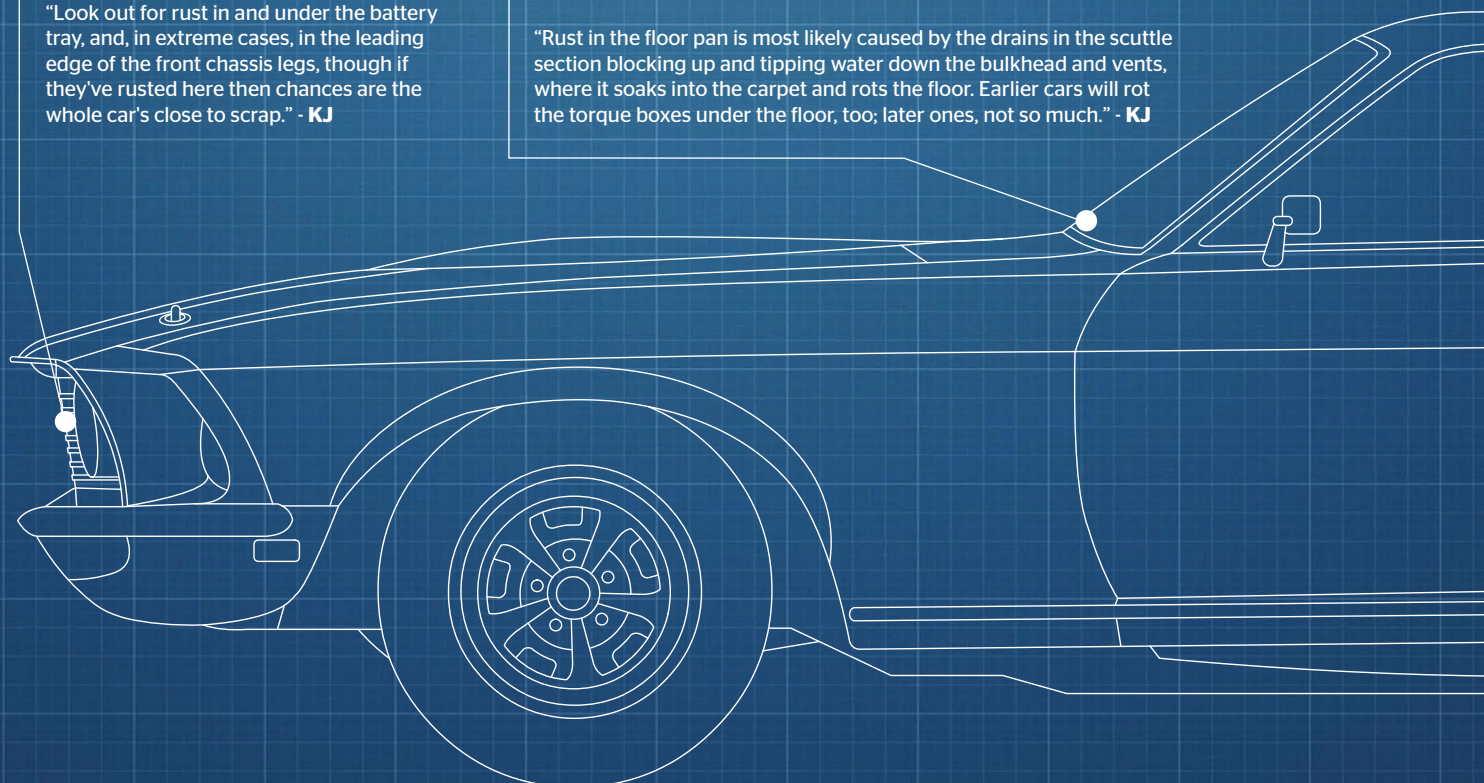
The following year, Ford switched to the Pinto-based Mustang II that has been universally but unfairly derided for decades. It was exactly what was needed in the oil crisis years - smaller, better packaged and way more economical than the outgoing '73 behemoth - and sales almost trebled from 1973 to 1974. Now, apart from some of the Mach I and Boss models, the later first-gen Mustangs have never really had the following that the Bullitt-era ones have, and prices are much more subdued. But are they just a bloated version of their younger selves, or a heavyweight about to go for the belt? We asked Roy Holmes and Keith Johnson.

“The standard headlamps are abysmal - you'd be better off standing in front with a Zippo. The original sealed beams may sneak through an MoT, but you'd be far better off with a good left-dipping halogen conversion. Be sure to fit a relay, though, as the extra load could burn out your switch or your wiring.” - **RH**

“Look out for rust in and under the battery tray, and, in extreme cases, in the leading edge of the front chassis legs, though if they've rusted here then chances are the whole car's close to scrap.” - **KJ**

“The '69 and '70 are a little more complex than the earlier models in the scuttle area, and the '71-on cars are worse! Water, leaves and rubbish get into the scuttle, block the drain holes, then it fills with water and rots through leaving you with wet carpets and rusty floors. It didn't help that this section was unpainted and unprotected from the factory. Until recently there were no repair panels available, but now you can buy a full side-to-side scuttle panel. It's a big job, though. The earlier models had the windscreen in a rubber seal, but the '71-on cars had a structural, bonded-in windscreen.” - **RH**

“Rust in the floor pan is most likely caused by the drains in the scuttle section blocking up and tipping water down the bulkhead and vents, where it soaks into the carpet and rots the floor. Earlier cars will rot the torque boxes under the floor, too; later ones, not so much.” - **KJ**

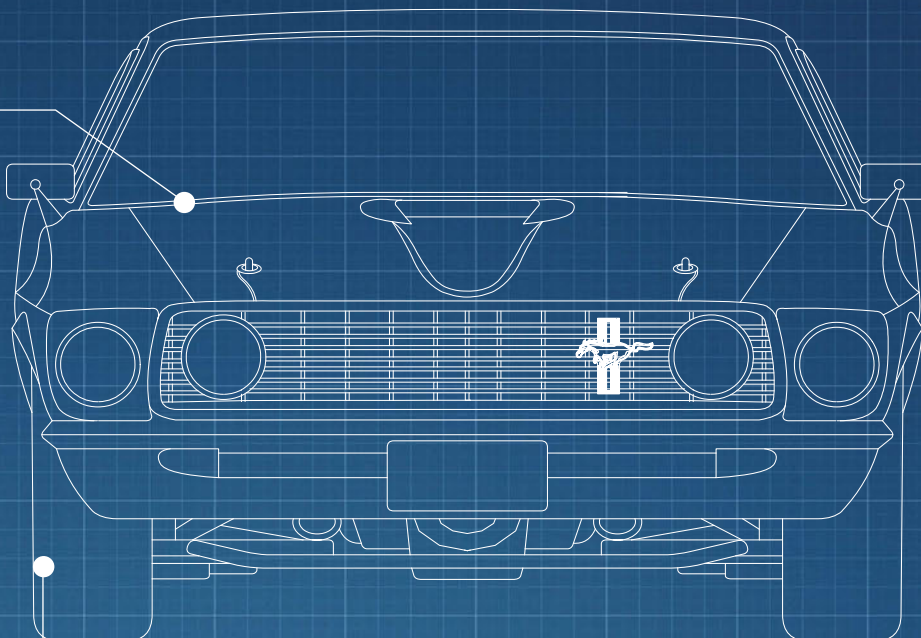




“There's a wide choice of engines, and it's just a matter of preference. The '71-on 302 is a slug, underpowered for such a big, heavy car. The 429 is a bit of a brute, built for the drags, but the heavy engine makes the cars nose heavy so they don't handle too well. The most common engine on '71-'73 cars is the 351, and I've seen about a 50/50 split between Cleveland and Windsor. Again, the better choice depends upon what the owner wants. The Windsor is by far the better street engine, with plenty of low-down torque. The Cleveland has huge valves, and less low-end torque, but all the power comes in around 3,500rpm. I'm seeing more and more cam failures, especially on Windsor engines, due to improper oil - make sure you use good, classic oil with zinc in, or an additive, change it every 3,000 miles, and the engines should soldier on for years. I'm also seeing ethanol in petrol eating stuff away and turning fuel pipes to mush. Cars that have been in long-term storage seem to suffer worst.” - **RH**

“I'd avoid the six-cylinder unless you're on a tight budget. It's not a bad engine at all, but it's not a muscle car motor and it's not sought after. They're all pretty bulletproof, and the 302 is tough and went on forever. Most of my customers prefer the Cleveland to the Windsor, and I agree with them.” - **KJ**

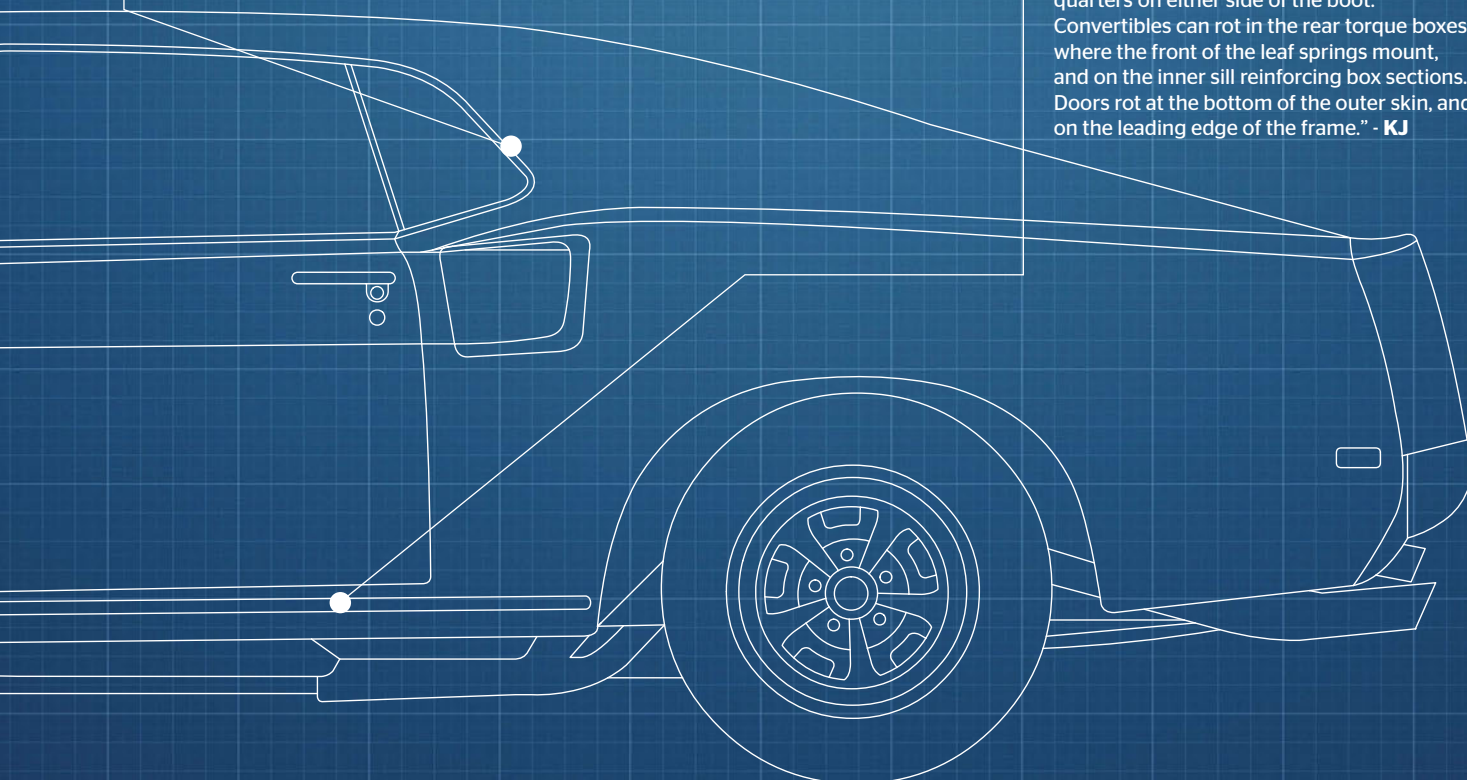
“The '71-on cars seem to suffer worse corrosion - there's a lot more metal in them, and minimal protection from the factory. They all rust in the lower edges of the doors, the wings and rear quarters, but also check for corrosion around where the roof is leaded to the C-pillar. This rusts from the inside out.” - **RH**



“Watch for knackered bushes on the front lower arm, and delamination and corrosion of the spring perch in the upper arm. Poly bushes with a silicone grease point cost twice as much as regular bushes but do a better job and last more than twice as long, and you can get roller bearing conversions but they're very expensive and really only good for race cars. The original coil springs are a pain to remove, as they're really long and thin, so you have to take the shock off and use a special coil spring compressor. Uprated lowering springs are much easier to deal with. Drum brakes were still standard up to the end of 1973, and for cruising, properly set-up drums are better than discs up to about 50mph. You can stop on a sixpence... once. After that, fade becomes an issue, and discs are lower maintenance anyway. You can get servo issues due to age deterioration, and I've found aftermarket servos to have poor seals around the pedal rod. The OE twin-diaphragm servo is still the best. The '71-on cars upgraded to Saginaw power steering, which was an improvement, and felt a lot more positive than the earlier system.” - **RH**

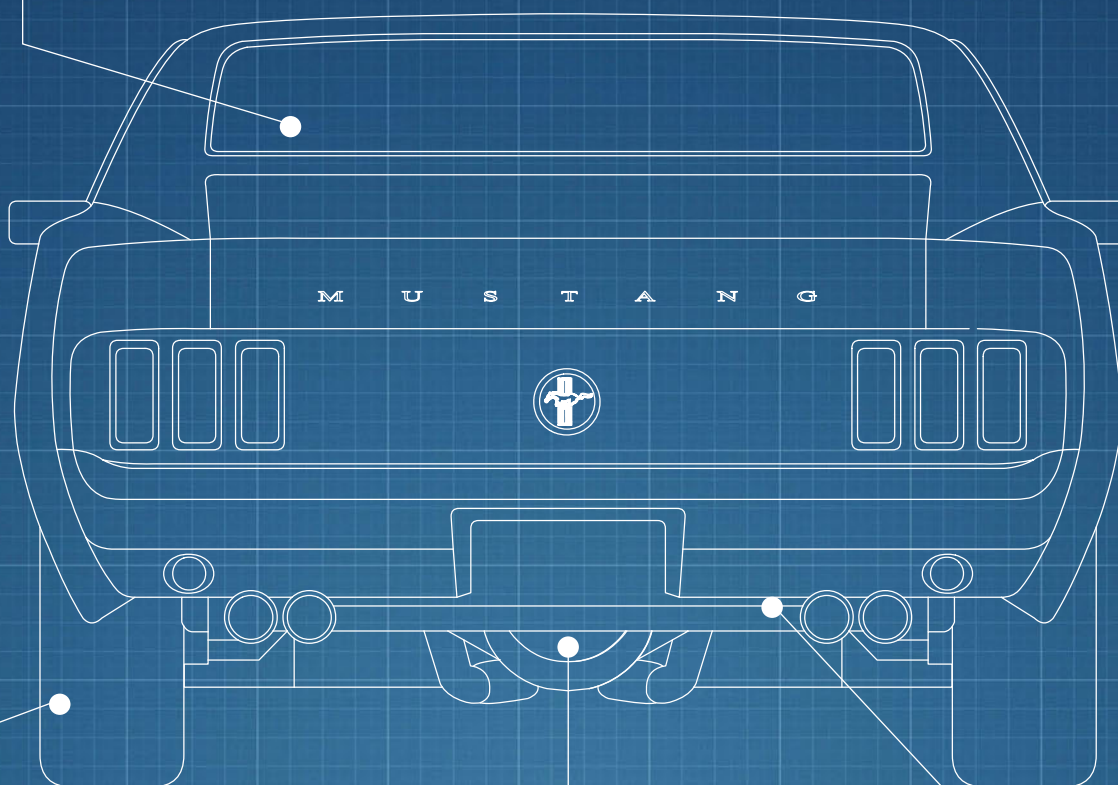
“Non-servo-assisted drum brakes really aren't up to modern traffic conditions; disc brakes are far preferable. Also, the steering boxes will wear out. One of the most common jobs we do is converting to a power steering box without the external ram, which transforms the car. Then a good brake conversion with a new master cylinder and servo, and disc with four-pot callipers. These are the first upgrades you should look into.” - **KJ**

“The '71-'73 cars will rust the sills out, while earlier models almost never do. Rust will also appear ahead of and behind the rear wheel arches, and in the drop-off into the rear quarters on either side of the boot. Convertibles can rot in the rear torque boxes, where the front of the leaf springs mount, and on the inner sill reinforcing box sections. Doors rot at the bottom of the outer skin, and on the leading edge of the frame.” - **KJ**





"Bad earths and brittle wiring are the root of most electrical evils. There's a voltage stabiliser behind the dash that people seem to be scared of, but most instrument issues can be linked to cheap, aftermarket made-in-Taiwan senders that are wildly out of range. Buy OE if you can, but they seem to be drying up now. The interiors suffer the usual wear and tear, and dash pads can crack. You can buy a cover for a cracked dash, which is a cheap option, but most parts are available." - **RH**



"They all suffer from a sagging rear end after a few years, but 'helper' springs or air-shocks aren't the answer - all they do is transfer a lot of weight to the shock mounts, leading to stress fractures. Also, I don't bother with re-tempered springs; they're a short-term solution. Changing the springs can be a pain, because the front bolt seizes into the bush and you can't get at it to cut it out! The '69-'70 foot-operated parking brake pedal is quite brittle and can snap if you're not careful. They all came with Ford's 8" or 9" axle, which had massive choices of ratios and open diffs or Detroit Lockers. They're pretty bulletproof. I change a lot more worn hub bearings on 8" than 9" axles, though I can't see a good reason why. Most axle failures are down to poor maintenance, and a collapsed breather pipe that leads to pressure and oil leaks." - **RH**

"They all came with the C4 or C6 automatics, and some later ones had the FMX. None of them have any major issues, just normal wear and tear." - **RH**

"I've found that C4s that have been standing a while will struggle to engage third gear. I've found that draining and replacing the fluid, then driving it until third engages, then draining and replacing the fluid again - and cleaning the mesh filter - works nine times out of 10." - **KJ**

"Fuel tanks rust, especially Far Eastern repro ones, and they can rust from the inside out thanks to the ethanol in petrol. Make sure your fuel cap is vented. I had one customer who fitted a non-vented cap and his fuel tank imploded!" - **RH**

## Conclusion

"If you're looking at one of these, always go on corrosion. Parts availability is very good, though, with virtually everything available. There don't seem to be many clones or 'tribute cars' about, though I've seen a couple stickered up as Boss 302s. There are only a couple of Boss 429s in the country, all up at silly money, and anything you might need for the engine on a Boss 302 will cost plenty because of the number of unique parts. The 351 Windsor motor is still my favourite, because it's easy to tune up with a few bolt-on parts and you can have a lot of fun for not so much money. Cleveland parts are always more expensive.

"The 1969-'70 models still fetch quite a lot more; the '71-'73 models are seen as the 'entry level' into classic Mustang ownership, for some reason. There aren't that many around but there seems to be more coming into the country these days. The least desirable '69 is the Grande - that roofline is an acquired taste, so it's the black sheep of the family and the cheapest way into a '69-'70 model. You should be able to pick one up for £4,000-5,000. At the other end, a nice big-block with four-speed is going to be well above the £30,000 mark. For '71-'73 models, there doesn't seem to be much price difference between a 302

and a 351, so always pick the 351. For a sound, roadworthy 351, I'd say you'd be looking at around £11,000 and upwards." - **RH**

"The '71-'73 models are not as well catered for by the aftermarket suppliers. You can get doors now, but they're expensive, and front wings and full rear quarters started coming last year, but we've had to start making our own sills. For anything daily-drivable, you should upgrade the brakes, the steering, and possibly go for electronic ignition. For a good '69 Coupe you're looking above £15,000 for a V8, and well below £15,000 for a six-pot. There's less of a difference in convertibles, but while you'll be looking in the high 20s for a '68, a '69 will be low 20s. The Fastback or Sportsroof is the one everyone wants, and a '69 will be over £30,000, double the price of a Coupe. These are definitely the ones to have, as the prices are overtaking the '68 models, and although parts for a '69 cost more than for a '64-'68, it'll be worth it when it's done. The '71-'73 Mach I models are getting up there in price, too. The '71-'73 Grande coupe is the one that's not sought after, but it will come up in value because all the other models are going up around it. This does mean that you could get a really good one for £10,000." - **KJ**





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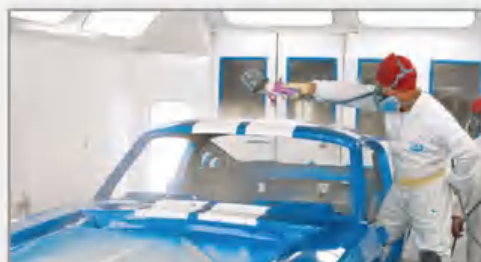
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# One-Brew Job

Back to basics again for a simple spark plug service.

Words & photography: Dave Smith

## Servicing 101 - Part II

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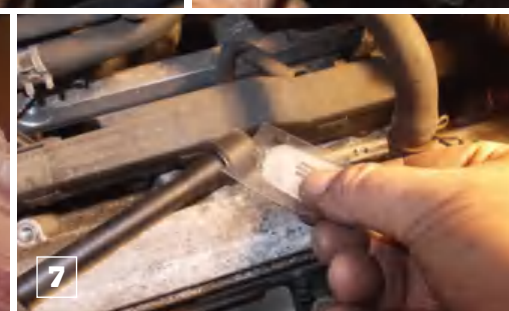
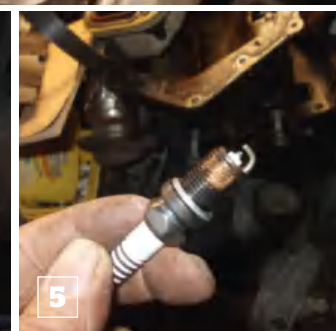
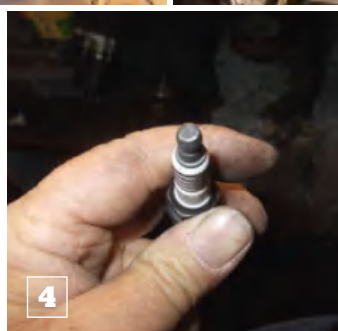
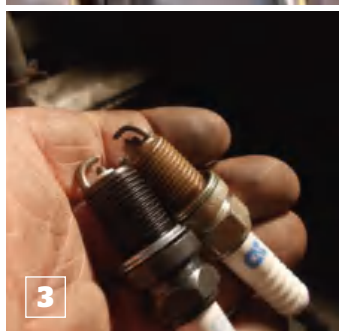
COCK-UP  
POTENTIAL:



Okay, you got your hands dirty with the simple filter and PCV swaps back in the January issue; now it's time to look at the spark plugs. These do a hard job and require changing at regular intervals. Back in the day, a standard copper spark plug was good for a few thousand miles. Nowadays, with hard-wearing coatings like platinum or iridium on the plug tips, service intervals can be extended as far as 100,000 miles on some engines. This is often because the plugs themselves are damn difficult to get at, whereas on older engines they were staring you in the face.

First, do a moment's research on the 'net to see if your car has any particular plug issues. For instance, on late-model F-bodies the rearmost plugs are very difficult to get at, likewise on the rear bank of many front-wheel-drive V engines - you may find them easier to reach from underneath. Some, like early Ford Modular V8s, have a two-piece plug that's very easy to damage. This is my Lexus (1), and like many OHC, multivalve V-engines, the plug lives at the bottom of a tube running directly down into the combustion chamber in between the valves (2).

With all spark plug changes, always change one plug at a time, which minimises the chance of getting the plug leads mixed up. Most basic socket sets come with a spark plug socket, and it usually has a rubber collar inside to protect the ceramic of the plug. Let the engine cool, then clean around the old plug using compressed air, a rag or even a screwdriver with a blob of grease on the tip because, when you unscrew the old plug, you don't want all that muck and dust



dropping into the combustion chamber.

With the old plug out, check its condition - you can tell a lot about your engine from the colour and state of the plugs - and compare it against the new one (3) to make sure you have the right thread, reach and seat. If the old plug is black and sooty, the engine's running rich; if it's wet with fuel then it's not firing; if it's oily then you probably have worn-out rings; if it's white and glazed shiny then you're running lean.

Check the terminal at the top of the plug (4). On some plugs, this terminal unscrews (for some reason) so make sure it's nipped

up tight with some pliers. Most plugs come pre-gapped, but it's worth checking the gap against what your owner's manual says anyway. You can't adjust the gap on some multi-electrode plugs, though. I like to put a smear of copper grease on the thread of the plugs (5) because it's a steel plug screwing into an aluminium head, and they can seize to each other. Then carefully screw your new plug in - the torque setting will be in your manual. Start threading it in carefully, because if you cross-thread it, your one-brew job suddenly becomes very expensive... Seat it, torque it, reattach the HT lead, then move to the next plug.

If the HT leads are old and in need of changing, it's a good idea to change them while you're doing your plugs. I like to lay the new leads out from longest to shortest (6), then as I remove one old lead, I can find the new one closest to it in length. Again, change them one at a time. Some HT lead sets come with a little sachet of dielectric grease to keep corrosion out of the terminals and help the plug boots slip on easily (7). Don't forget the lead from the coil to the distributor cap (where applicable)! And now you can fire it up, listen for misfires, and go and refill your cup of tea.



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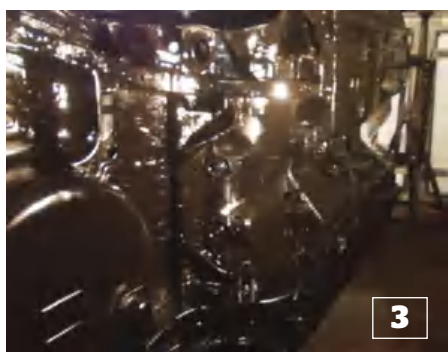
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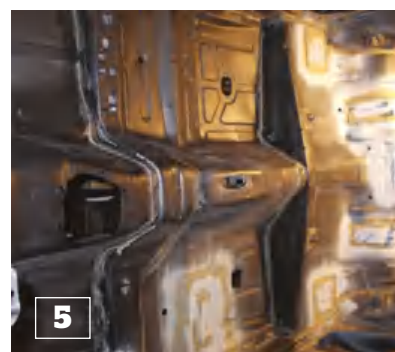
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5



6



7

**This month, Project 13/30 gets the floors painted and the subframes connected.**

**Words & Photography:** Dave Smith

Last month, we left Project 13/30 on its side with primer and seam-sealer all over the underside, so let's take over from there. With the primer and seam-sealer all dry, it was time for the topcoat, Eastwood's Extreme Chassis Black (1). This stuff claims to be three times more durable than regular chassis blacks, and again comes thinned for spraying, so after a good stirring it went straight into the gun.

The first coat went on beautifully, although it didn't quite cover up the seam-sealer

(2). I turned the shell 180 degrees on its spit to make sure I didn't miss any bits, and laid down the second coat, which did cover it (3). Somehow, there was still enough left out of two US quart tins to give a third coat and still have a bit left over for touching in. The finish was exactly what I'd hoped for, a good-quality coating that feels strong and looks just off glossy (4), that will hopefully keep the rust at bay for many, many years to come.

While the last coat was drying, I turned to the inside of

the car, removing all the masking and going around the joins with more seam-sealer (5). While that was drying, I checked out the scuttle panel. This is the box section underneath the windscreen, behind the dashboard, where the wiper mechanism and fresh-air ducts live, a notorious weak-spot on Foxes. With the wipers, dash and heater ducts in place, either end of this box section is completely inaccessible and prone to rusting away out of sight and

out of mind. If your carpets are wet in the front of your Fox, and the car doesn't have a sunroof, then rot in here is the most likely culprit. Even on this shell, the most rust-free Fox shell I've ever seen, that has been media-blasted and primed, there was still some rust hiding right up in the corners of this section (6), rust that I couldn't see before I stuck the camera in there! I went over the whole lot at either end with brush-on zinc-based primer while I was waiting (7).



When the Eastwood Extreme was dry, I masked up the holes in the floor from underneath **(8)** and turned my attention to the inside. After a scuff with a sanding block and a good Hoovering, I sprayed on a light coat of zinc-based primer **(9)** - and yes, the shell isn't dead level on its spit!

While that was drying, I amassed some tools **(10)** - a trolley jack, foam pad, a plank, a floor lamp, a marker pen and an old screwdriver to act as a scribe. Using this bizarre array of guff, I got underneath the car and

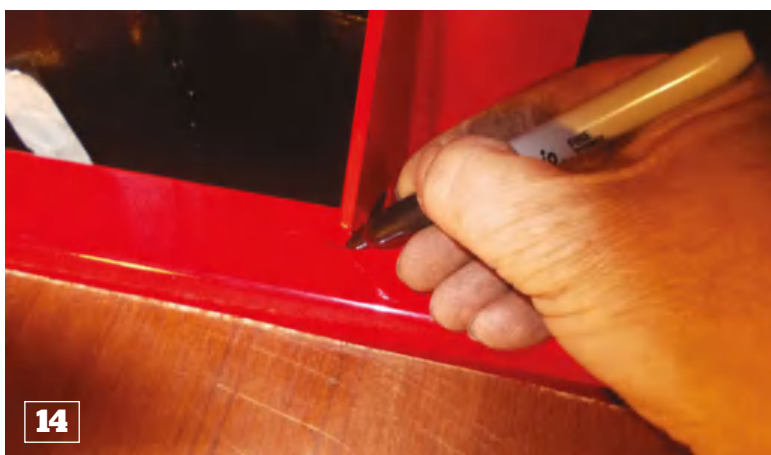
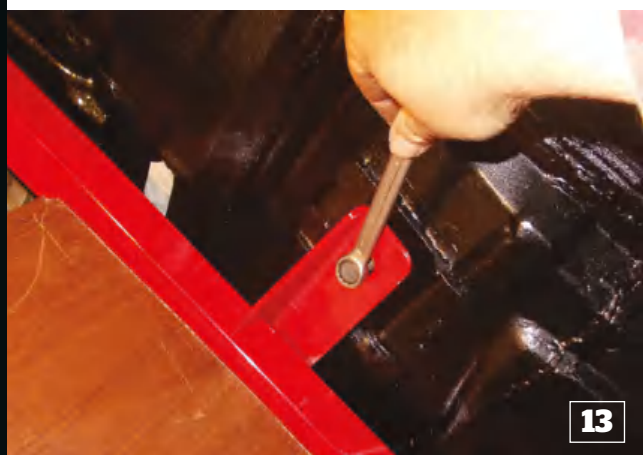
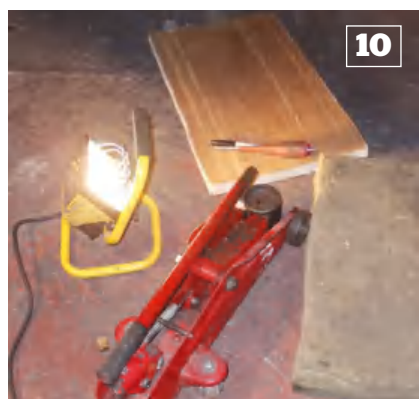
hoisted the first of the BMR Suspension subframe connectors into place **(11)**.

The Fox shell is a unibody, or monocoque (stop sniggering!), so there's no separate chassis. There are fairly stout box sections running back from the front bumper mounts, then down under the bulkhead to under the driver's feet, and very stout box sections from the rear bumper mounts to the forward mounts of the rear suspension lower arms. Between the two, there's nothing, the centre of the shell relying on the sills and the transmission

tunnel for its rigidity. As most of it is pressed from thin sheet steel with a few spot welds and a rather laissez-faire attitude to manufacturing tolerances, this rigidity isn't all it might be. For anyone considering modifying a Fox-body, especially a convertible, good subframe connectors are a must. You can get bolt-on versions, but to do the job properly you should go for weld-on.

These BMR Suspension subframe connectors are weld-on, and among the strongest on the market. The instructions say that

the car should ideally be on its wheels for fitting, meaning that a four-post ramp would be the way to go, but that's not an option for me at the moment. With the jack holding the connector in place I marked out where the welds would need to be, this vertical square tube **(12)** doing double-duty by also bracing one of the rear suspension mounting points. There's a cross-bar section that bolts up underneath the mounting bolt holes for the front seats, so I bolted this into place **(13)** and marked where that would meet the fore-and-aft bar **(14)**. →

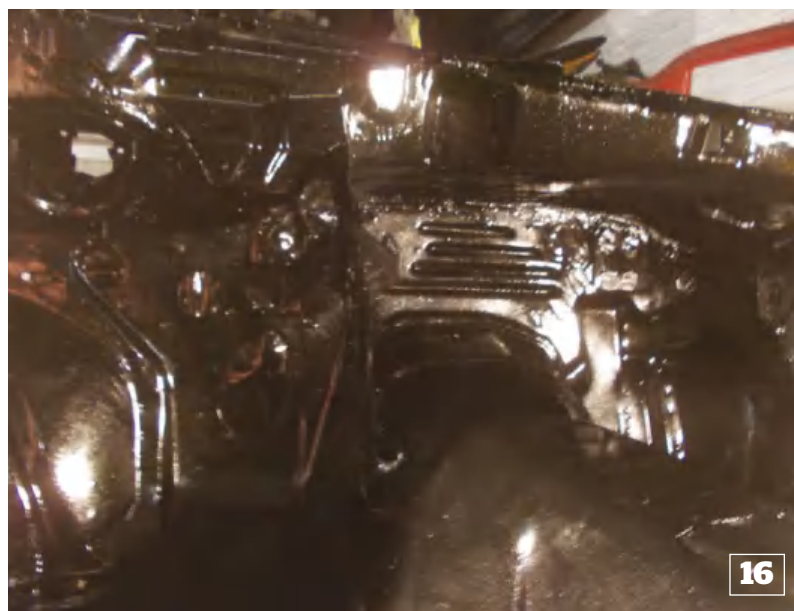




Now that the primer inside was dry, I decided to use a regular chassis black on the inside of the floorpan up to the waist, the bottom of the windows. The Eastwood paint had clearly spoiled me, as this was a horrible job. I had a big tin of brushable chassis black, a synthetic enamel, and it said "can be thinned for spraying". It didn't say by what ratio, or with what thinners, so I guessed at 20% cellulose thinners. Bad guess. I began spraying and, within the first couple of minutes, my eyelashes were sticking together with the thick, airborne fog of chassis black. The finish was awful, like 120-grit sandpaper. I was heartbroken. This photo (15) isn't over-exposed or out of focus; that's just how thick the air was

with this stuff. I tried the next coat with 50% thinners and that was loads better, and while it helped hide some of the sins of the first coat, it didn't totally cover them (16).

While that bloody lot was drying, I turned some attention to the rear axle. I will be building the axle into this casing (17), which was given to me some time ago by a fellow Fox fan and jolly nice chap - thanks, Bruce! The Fox V8s use a Ford 8.8" C-clip axle, and one of the main problems with these is that the wheel bearings have no inner race; they run directly on the halfshaft (18). Anyway, I wanted to strip the casing bare so I could send it off for blasting, so the first part to be removed is the pinion flange (19).







20



21



22



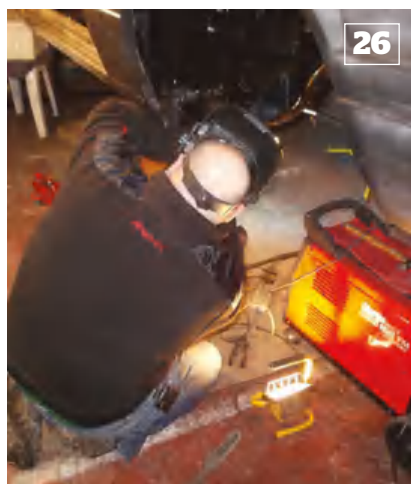
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24



25



26



27



28



29

That central nut is usually done up to an incredible torque, so I rigged up a tool to hold it - two three-foot lengths of angle iron, joined by a bolt at one end (**20**) and with a hole drilled in both other ends (**21**). This, bolted to the flange (**22**), would surely stop it turning? With a 27mm socket on a torque wrench (**23**), I braced the angle iron against the floor, the axle against the bench and myself against the torque wrench, gave a mighty heave ... and went flying arse over tit, because the pinion bolt was done up to about 30ft.lbs. I could have saved a lot of effort by checking that first, really...

A few paragraphs ago, I'd marked out where the subframe connectors would need to go and left it at that. That's because I wasn't going to trust my own welding for something so structurally important, and Tony, a friend of mine, said he'd be around in a few days to do it for me. There's no sense in leaving metal bare for longer than needs be, so when I knew he'd be coming around, I set to cleaning back to bare metal with a Clean'nStrip disc (**24**). I also cleaned the edges of the subframe connectors that would need welding. This was a strange feeling for me - my car had a beautifully painted underside, and the BMR subframe connectors came beautifully

powder-coated, and here was me scrubbing it off with a polycarb wheel...

The reason I didn't trust my own welding here was that I was joining some very heavy-duty BMR tubing and bracketry to some rather thin, 30-odd-year-old Ford bodywork. In inexperienced hands, this is a recipe for blowing holes in the thin steel while the weld completely fails to penetrate the thick, so I hoisted the bars into place (which is ideally a two-man job), tacked them with a couple of tack-welds at either end (**25**) and waited for Tony.

Tony came along and, using my Clarke 160-amp MIG, made the job look easy (**26**). There was only one place where there was a bit of a gap, on one of the square uprights, but with a couple of tacked-together pieces of thin sheet steel hammered in the gap (**27**), they welded up a treat. The only problem was that the heat of the welding had burned some of my lovely Eastwood paint... Remember how I said that I'd kept a bit left over?

Once Tony had gone, I brushed some zinc primer onto the fresh welds to keep the rust at bay (**28**). Here's a tip - if you're working underneath a car that's roughly three feet in the air, an old patio chair, rescued from a tip run, and with the legs sawn off (**29**), can really save your back! →





30



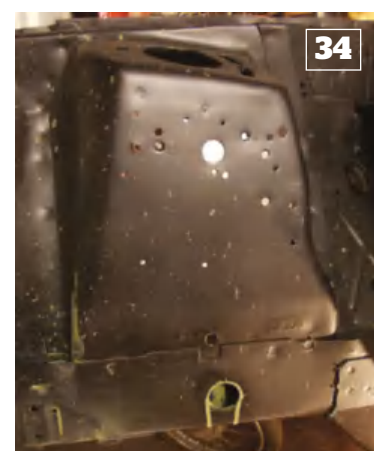
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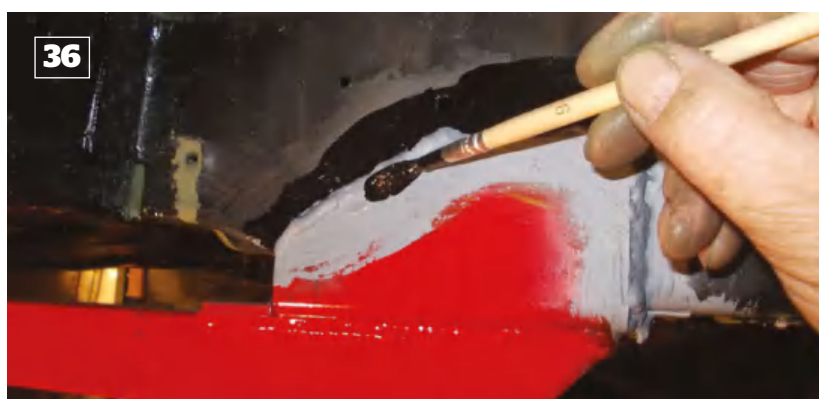
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34



35



36

While that was drying, and with the interior paint nicely dry, I went over the insides of the rear quarters and the A-pillars with some Schutz (30) for an added layer of protection. And talking of protection, I also had another new product to try - Eastwood's aerosol Internal Frame Coating - and even this transmission tunnel pressing looked delighted about it (31). It's a zinc-phosphate spray that uses a two-foot-long tube with a rose on the end, so you feed the tube into your box-sections through bolt holes or gaps like this (32), then spray, and while you're spraying, drag the tube slowly back out of the

hole (33). The rose ensures that the coating is sprayed all around the inside of the box section. This is great, but one problem I discovered was that this thin coating will also find any excuse it can to get OUT of those box sections. Any unsealed joint or drilled hole will result in a little fountain, and this stuff, which is a horrible greeny-gold colour, dries almost instantly. Another prone area on a Fox is the front chassis rails inboard of the subframe mounts, so I was careful to dose this area well. This meant dosing everything around it, too (34). Fortunately, I hadn't painted this bit yet; there are plenty of bits of

the inside and the underside that will have to be repainted. I also sprayed the join where the roof meets the windscreen surround, and down inside the A-pillars (35), where this stuff ran down and seeped into all the joints. Brilliant, that's exactly what I wanted it to do. It also dripped out a bit and ruined a perfectly good pair of boots, which I was less pleased about. I've no doubt that it's a superb product, but I was expecting it to be a bit thicker - if you're coating the inside of a separate chassis, brilliant; if you're using it on a unibody or with the chassis in-situ, some care and masking is in

order. Why did I wait until now to do this? Because I didn't want to treat the inside of the box sections before fitting the subframe connectors, otherwise the welding would have just burned the coating off. Incidentally, for one good coat inside the major box sections and pillars on a Fox, I used almost two cans. After all that, I thought it wise to turn my back on the whole thing for a day or two, so after going over the primed subframe connector welds with some Eastwood Extreme Chassis Black primer and an artist's brush (36), I made my excuses and left. More next month! **ACM**





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# ouryanks

TALES FROM THE GARAGES OF THE PEOPLE WHO WORK ON, AND CONTRIBUTE TO, AMERICAN CAR MAGAZINE

**Kev Carrington, Contributor**  
1973 Plymouth Duster



system is 2.5". I also discovered a local company who do seat re-upholstering and they currently have my back seat, so more on that next time! Ready for sun and shows!

**Thanks to:** Dave, Konnect USA, 07900 224131

Hi everyone. In the last issue I was waiting for some parts to arrive, and sure enough they are here now - namely OEM 340 Duster tailpipes (over-axle pipes), a pair of front bottom ball joints, trunk seal, and window roller repair kit. I sourced all of these from Rock Auto, and I use a local company called Konnect USA, to bring them in. Dave Mawer, the owner, is a great guy and doesn't charge the earth. For example, the trunk seal and exhaust pipes were around £10 each in

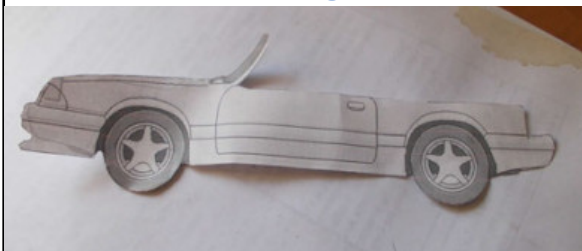
the USA and cost me £20 each all in. I can cope with that!

So as soon as Boxing Day had passed, I fired up the Duster and took her to the workshop with a view to taking my time to get the exhausts exiting out the back and maybe switch from the Magnaflows to some stainless Cherry Bomb-style I had lying around.

Two days later she was back together and sounds so crisp, I love it! I didn't use the over axle pipes in the end, as they were only 1.75" diameter and my



**Dave Smith, Editor**  
1990/1983 Ford Mustang



The Project 13/30 bodyshell is progressing, albeit at the same rate as an arthritic snail across a salt-lake, but it does mean that soon I will need to start taking parts from the donor car. I do feel sorry for the '90 LX donor car - I bought it as a running, driving car that had been laid

up for a while, and was just starting to look a bit tatty around the arches. Within three years of my ownership, and daily driver duty whatever the weather, the poor Mustang was absolutely ragged and rotten.

Oddly enough, leaving it parked outside my unit under

a tree for 18 months hasn't improved matters. However, it's got to be moved. I'm going to need to start taking bits off soon, and where it is now, the ground is too soft to jack on. It's also worth considering that there's another workshop unit on either side of mine plus one

facing me, and none of them are plumbed for convenience, shall we say, meaning that the bit of fence behind the Mustang is "the gents". Maybe that's why the ground's so soft? Either way, I'll be damned if I'll lie in it...

So the Mustang needs to come out and onto the gravel, which means that my poor old El Camino, which has been on the back burner to-do list for six years now, will have to be shunted into the bog... Anyway, I picked a day when I could try to move the cars, and, on the night before, it snowed. Damn. Plus, someone else had blocked the Mustang in and disappeared. Then I opened the driver's door of the Mustang and it dropped by about two inches. I thought to myself that if it ever went back on the road it'd need its doors welding up like the General Lee! And from stupid little acorns like that, bloody silly ideas for new projects spring forth, shortly followed by fag-packet sketches, or, in this case, printing a line drawing off the internet and attacking it with scissors. Honestly, why do we do it to ourselves...?



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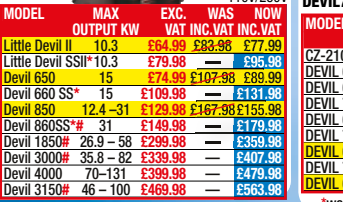
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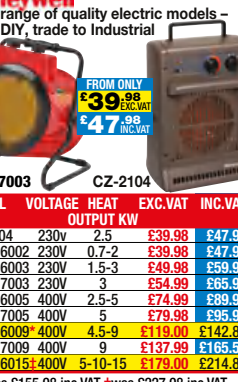
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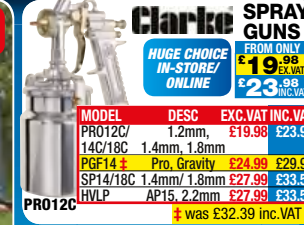


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CES560	560kg	<del>£89.98</del>	<del>£107.98</del>
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MODEL	MAX OUTPUT KW	EXC.VAT	INC.VAT
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XR80	20.5kW	<del>£229.98</del>	<del>£275.98</del>
XR110	29.3kW	<del>£279.98</del>	<del>£335.98</del>
XR160	46.9kW	<del>£329.98</del>	<del>£395.98</del>
XR210	61.5kW	<del>£369.98</del>	<del>£443.98</del>



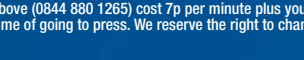
MODEL	DESC	EXC.VAT	INC.VAT
PRO12C	1.2mm, 1.4mm, 1.8mm	<del>£19.98</del>	<del>£23.98</del>
PGF14	Pro Gravity	<del>£24.99</del>	<del>£29.99</del>
SP14/18C	1.4mm/1.8mm	<del>£27.99</del>	<del>£33.59</del>
HVLP	AP15, 2.2mm	<del>£27.99</del>	<del>£33.59</del>



TYPE	EXC.VAT	INC.VAT
16pc Metric	<del>£14.99</del>	<del>£17.99</del>
24pc UNC/UNF/NPT	<del>£19.98</del>	<del>£23.98</del>
28pc Metric	<del>£23.99</del>	<del>£28.79</del>
33pc Metric/UNC/UNF/BSP	<del>£31.99</del>	<del>£38.39</del>
32pc Metric	<del>£41.99</del>	<del>£50.39</del>



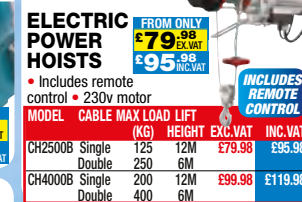
MODEL	VOLTAGE	HEAT OUTPUT KW	EXC.VAT	INC.VAT
CZ-2104	230v	2.5	<del>£39.98</del>	<del>£47.98</del>
DEVIL 6002	230v	0.7-2	<del>£39.98</del>	<del>£47.98</del>
DEVIL 6003	230v	1.5-3	<del>£49.98</del>	<del>£59.98</del>
DEVIL 7003	230v	3	<del>£54.99</del>	<del>£65.99</del>
DEVIL 6005	400v	2.5-5	<del>£74.99</del>	<del>£89.99</del>
DEVIL 7005	400v	5	<del>£79.98</del>	<del>£95.98</del>
DEVIL 6009	400v	4.5-9	<del>£119.00</del>	<del>£142.80</del>
DEVIL 7009	400v	9	<del>£137.99</del>	<del>£165.59</del>
DEVIL 6015	400v	5-10-15	<del>£179.00</del>	<del>£214.80</del>



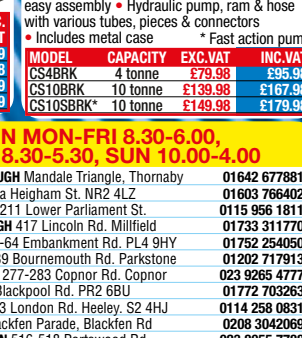
MODEL	BAR/PSI	HP	EXC.VAT	INC.VAT
Unger1800	110/1595	2.6	<del>£199.00</del>	<del>£238.80</del>
Tiger2600	170/2465	4	<del>£259.98</del>	<del>£311.98</del>
Tiger3000	200/2900	6.5	<del>£329.98</del>	<del>£395.98</del>
PLS195	186/2698	6.5	<del>£399.00</del>	<del>£478.80</del>
PLS265	260/3770	13	<del>£599.00</del>	<del>£718.80</del>



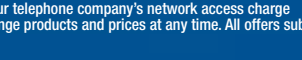
MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	<del>£89.98</del>	<del>£107.98</del>
G1200	1.1	-	<del>£149.98</del>	<del>£179.98</del>
G2500	2.4	6.5	<del>£189.98</del>	<del>£227.98</del>
FC3005	2.8	7	<del>£239.98</del>	<del>£287.98</del>
FC3050	3	8	<del>£369.00</del>	<del>£442.80</del>
FC4050ES	4.5	11	<del>£479.00</del>	<del>£574.80</del>
FG5100ES	5.5	13	<del>£569.00</del>	<del>£682.80</del>



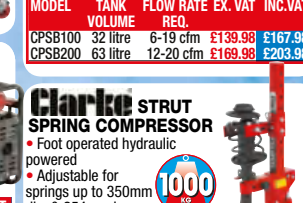
MODEL	CABLE MAX LOAD LIFT (KG)	HEIGHT	EXC.VAT	INC.VAT
CH2500B	Single 125	12M	<del>£79.98</del>	<del>£95.98</del>
CH4000B	Double 250	6M	<del>£99.98</del>	<del>£119.98</del>
CH4000B	Single 200	12M	<del>£99.98</del>	<del>£119.98</del>
CH4000B	Double 400	6M	<del>£99.98</del>	<del>£119.98</del>



MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	<del>£79.98</del>	<del>£95.98</del>
CS10BRK	10 tonne	<del>£139.98</del>	<del>£167.98</del>
CS10BRK*	10 tonne	<del>£149.98</del>	<del>£179.98</del>



MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	<del>£39.98</del>	<del>£47.98</del>
CW1D	45Ltrs	Floor	<del>£99.98</del>	<del>£119.98</del>
CW20	22.5Ltrs	Floor	<del>£144.99</del>	<del>£173.99</del>
CW40	75Ltrs	Floor	<del>£159.98</del>	<del>£191.98</del>



MODEL	TANK VOLUME	FLOW RATE REQ.	EXC.VAT	INC.VAT
CPSB100	32 litre	6-19 cfm	<del>£139.98</del>	<del>£167.98</del>
CPSB200	63 litre	12-20 cfm	<del>£169.98</del>	<del>£203.98</del>



MODEL	KVA	HP	EXC.VAT	INC.VAT
G720	0.7	-	<del>£89.98</del>	<del>£107.98</del>
G1200	1.1	-	<del>£149.98</del>	<del>£179.98</del>
G2500	2.4	6.5	<del>£189.98</del>	<del>£227.98</del>
FC3005	2.8	7	<del>£239.98</del>	<del>£287.98</del>
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# jargonbuster

Adding a modern braking system to an old car needs a bit of thought about pedal ratios.

Words & photography: Dave Smith

THANKS

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01384 571571



1



2



3



4



5



6

## Effort-less

Upgrading your braking system can only be a good thing, but there are a few pitfalls to watch out for. Recently, Wacky Racers had a Chevy C10 pick-up (1) in to have the old single-circuit non-power drum brakes swapped for a power, dual-circuit disc set-up. It's a bolt-on swap, but as with all bolt-on swaps you need to allow for ... well, unforeseen circumstances.

This is the old brake master cylinder (2). As you can see, there's one brake pipe union at the front there. The master cylinder is a simple device, acting like the plunger in a syringe. You push the pedal, the master cylinder pushes brake fluid to the callipers or cylinders on each brake. Great, until there's a leak - one tiny leak on a single circuit set-up, and the whole system fails. Enter the dual-circuit system (3). Here there are (at least) two brake pipe unions - you can see the red plugs in the holes - because inside there are two plungers in tandem feeding two separate circuits. They're usually split into front brakes and back brakes, so if one fails you at least have the other to bring the vehicle to a

stop. Some are split into left front/right rear and right front/left rear, but this is less common.

Now, from this picture you can see the problem with the pushrod angles (4). On the original cylinder, the pushrod is at 90 degrees to the bulkhead mating face (5), and you can see that it's aiming to line up with the clevis on the brake pedal (6). Loose, it will droop a little due to its own weight (happens to the best of us) but you can see where it's heading for. On the new servo/master set-up, the pushrod comes through the bulkhead angled downwards (7), aiming for a point much further down the pedal than the original clevis (8). Attaching the pushrod to the original point on the pedal would

see the pushrod working at too great an angle; you need to drill a new point further down the pedal shaft.

There's a good reason for this. Imagine your brake pedal is 12" long from pivot point to pedal pad, and the original pushrod attached 1" from the pivot point. The pedal ratio there is 12:1, which is a lot of leverage, but, without a servo, you needed a lot of leverage. Now imagine your new power set-up pushrod attaches 2" from the pivot point. Your pedal ratio is now 6:1, but that's the point of the brake servo. The servo only exists to reduce the pedal effort required to push the brake pedal; it does not otherwise improve the actual efficiency of the brakes.

With the original system, the leverage was great but so was the pedal travel - pushing your 12" long brake pedal down by 3" would only have moved the pushrod a quarter of an inch. By comparison, with your new mounting point, the same 3" pedal travel moves the pushrod half an inch. If you attached your new servo set-up to the original mounting point on the pedal, you'd get a lot of pedal travel with nothing happening, then suddenly the brakes would slam on and stand the car on its nose. With the new, lower mounting point on the pedal, the new brakes will be a lot more progressive and a pleasure to use.



7



8





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# TRIED'N'TESTED

## Ring Rechargeable 12v Vacuum Cleaner

AVAILABLE FROM:

Accessory and hardware stores, see [www.ringautomotive.co.uk](http://www.ringautomotive.co.uk) to find your nearest.

Recently, I tested the 12v corded equivalent of this vacuum cleaner, and I wasn't expecting great things from it, but it was a pleasant surprise. This is the cordless equivalent, and comes with an adaptor to charge it from a 240v mains socket. Function-wise, it's much the same, and seems to deliver a similar amount of suction, but while it comes with a small selection of attachments, the rotating brush of the 12v version is notably absent and would have been a worthwhile addition.

It's simple to use (but how could a hand-held vacuum cleaner be otherwise?) and simple to charge, and comes with a wall-mounting bracket so you can hang it out of the way to charge up, and fulfils its function well enough. Again, for tough jobs - yes, my car really does look like that inside - you really need something domestic or industrial, but for a quick tidy-up on the showfield, or a light clean-up in the caravan or tent at a weekend show, it's great, with the added benefit of not needing a plug-in 12v power source.



But here's the problem, and it's purely personal: I really don't like rechargeable stuff. Everything I've had that's been a new, cordless, miracle device, especially torches, have been great... for the first few weeks. After that, charge times have got longer and efficiency has got lower until I've chucked the damn thing away. Then, much later, I come across the charger and can't remember what it's for. I have a box of chargers that fit this description. Perhaps this could be the device that proves me wrong?

# TRIED'N'TESTED

## Get In There

AVAILABLE FROM:

Motoring accessory stores and hardware shops nationwide, see [www.carplan.co.uk](http://www.carplan.co.uk)

Yet another aerosol in CarPlan's range of Workshop Wonders, this is Get In There, a penetrating oil designed to creep into tight spaces and unseize the long-term jammed and corroded. It seems to do the trick, too - one spray, and it spreads and creeps, and seems to work its way into wherever you need it to go.

I found two relatively minor problems. Firstly, if you're using penetrating oil, chances are you have a fairly specific recipient for it. The nozzle on the can gives it a bit of a blunderbuss effect, so it might work better with a straw. Secondly, and this is almost entirely the fault of the user and not the product, I tried soaking the bushes in the axle casing of my Ford 8.8" prior to attempting to remove them. I tried a couple of soakings, but to little effect (everything I'd tried previously had also, obviously, failed too), so an hour or so later I turned the blowtorch on it to get things shifting. Foom! The residue of the

penetrating oil caught fire. I put it out within seconds, then felt like a bit of a berk, but it's worth remembering for future reference... and I still haven't got the damn bushes out.

So, a good product and very helpful to have around the garage, but it helps if you can get up close to whatever you're trying to unstick.





"American Graffiti" - Ian Guy - motoringartist.com



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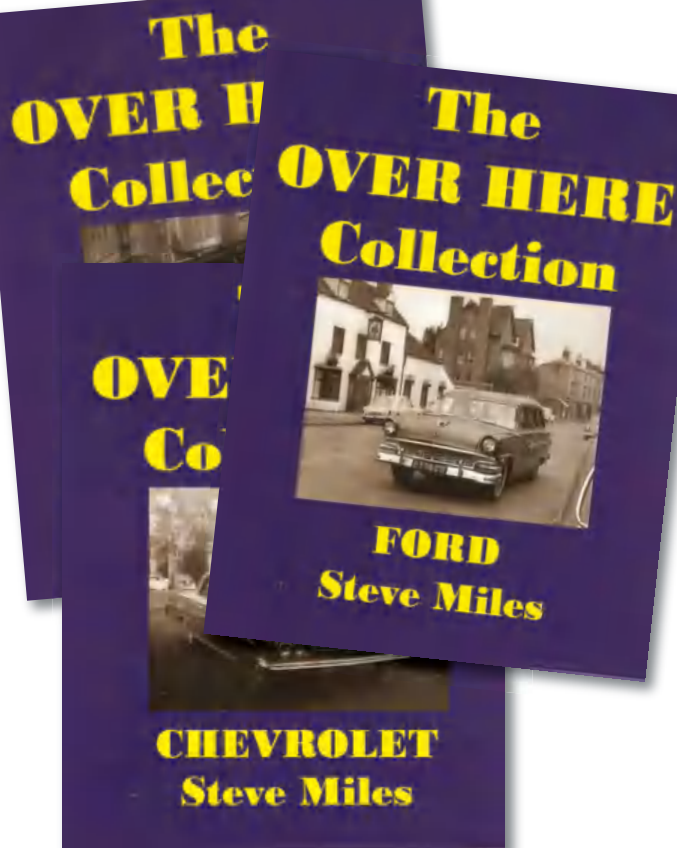
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## The Over Here Collection - Ford, Chevrolet, Plymouth

**Author:** Steve Miles **Published by:** SGM Publishing  
**Price:** £9.95 each inc P&P **Available from:** [www.sgmpublishing.co.uk](http://www.sgmpublishing.co.uk)

Three titles in one to begin with, and yet more from the extensive archives of Steve Miles. Steve's "misspent youth" involved taking photographs of American cars on the streets of Oxford and London in the Sixties. Hundreds of these photos accrued into a series of Over Here books, volumes I to V, but even then there were plenty left over. In these Collection softbacks, Steve has grouped the cars by make, and the first three volumes concern the budget end of the American car ranges.

They're shorter volumes - the longest is the Chevrolet book at 94 pages - but they're all packed with shots of American cars in good old Blighty. Some photos were taken at the Earls Court motor shows, some in the showrooms of Simpsons or Lendrum & Hartman, some on local American air bases, but most were taken on the streets. I think it's the latter shots that give the book their beautiful 'time capsule' flavour, genuine cars on the roads, some dusty or showing battle scars, some on foreign plates while some are

right-hand drivers, but all stand out in a Britain still feeling the scars of post-war austerity like sharks in a goldfish pond. When you see a Corvette growling down a crowded street, or a mad Exner-era Plymouth parked amongst the dowdy Morris Minors and Ford Prefects, it makes you imagine just what an impact such a car would have had at the time.

Naturally, all the photos are black and white, and each has a caption containing a potted history of that year's make and model, plus where and when it was photographed. Again, these have a few gems among them, such as a picture of a car outside "the record shop where we all used to buy our Beatles records," and highlighting just how much of the urban landscape has changed in the past 50 years, too. These are wonderful titles, and the vast majority of the photos have never seen the light of day before. Get one, get them all, just get some, and watch out for more titles concerning other marques coming later this year!

## Ford Total Performance

**Author:** Martyn L. Schorr **Published by:** Motorbooks **Price:** £30

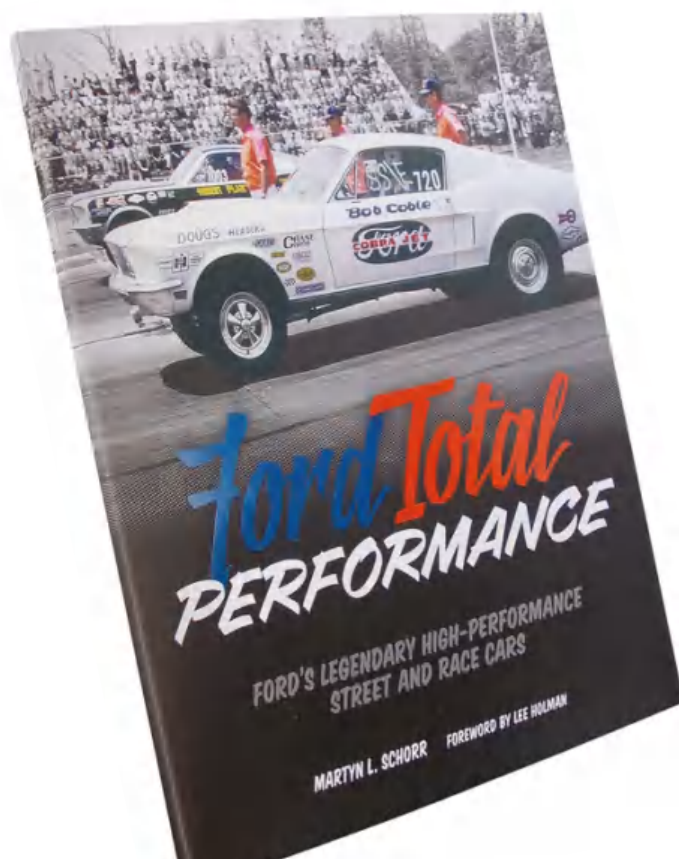
Ford's glory days on the road and the racetracks came in the Total Performance era of the Sixties. From their own hot road cars, to Shelby's Cobras and Mustangs, the Holman and Moody NASCARs, the Anglo-American GT40s, a raft of stock and nowhere-near-stock drag racers and so much more, it was a time when Ford seemed to have a bottomless well of cash and resources to build machines that won on Sundays so the street cars would sell on Mondays. Golden days.

This beautiful hardback covers the lot, starting in 1962 with Ford's change in corporate philosophy from safe, reliable, cheap motoring to exciting, competitive machinery. The author was there, too - he was a magazine editor in the Sixties and got to go on launches and press junkets that'd make hacks like me weep with envy. Seven-litre Galaxies, Fairlane Thunderbolts, Shelby Daytona coupes, even the Lotus-Cortina gets a look-in. He winds the book up in 1971, when new regulations spelled the end for all-out performance cars, and when Ford themselves realised that if you have an open cheque book policy for all these outside contractors, developers, builders

and racers, it won't be long before some of them start abusing it...

It's a stunning encyclopaedia of the blue oval's attempt (and success) at performance domination on road, track, strip, salt, oval and pretty much anywhere else, complete in its coverage and with stunning period and current photography. However, I did get the feeling that the book itself was slightly incomplete. It's almost as if Schorr had taken his completed manuscript to the publishers and said, "There it is, my magnum opus, in 100,000 words," and the publisher replied, "Ah, we only need 80,000 words, but don't worry, we'll let the work experience kid edit it down." Yes, this is a mighty long read that could have stood to be a bit longer, and I spotted typos, mis-captions and errors that should have been picked up in the proofing stage.

Still, these minor issues barely detracted from a superb read, and it's nice to see a book about Sixties Fords that doesn't begin and end with the Mustang, or Shelby, or the GT40. Any Ford fans should be happy to immerse themselves in this for a week







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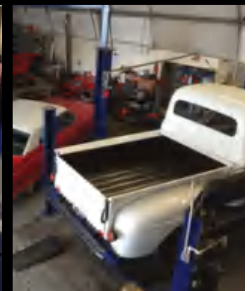
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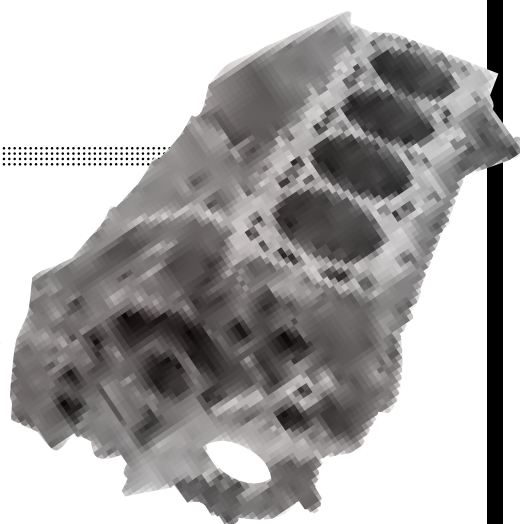


# techstuff

## Block Of Ages...

... Don't cleft for me.

Making big power out of small Fords is a lot of fun, but can certainly highlight the block's weaknesses, and big boost or nitrous can turn your V8 into two four-pots pretty quickly. It's time to wage war. Man O'War, in fact, the extra-strong nodular iron block from World Products, with thicker main bearing webs, four-bolt billet steel or nodular main caps with bigger bolts, and longer bores for stroker cranks. There are two styles - the 8.2" deck block is a straight swap for the 302/5.0 Mustang, will take stock heads and exhausts, and is clearanced for a 3.5" stroke, while the 9.5" deck works with 351W components and takes a 4.25" stroke. Both have siamesed thick-wall bores, allowing a bore up to 4.2" so you could build yourself a 454-cube small-block Ford if you wanted to. And you do. See [www.summitracing.com](http://www.summitracing.com) and speak to your engine builder.



## Off To A Good Start

Anyone who has ever had their day ruined by the dismal solenoid 'click, click' that signals a dead battery will appreciate this new product from Sealey, and anyone who has ever had to run up the pit lane with one of those heavy briefcase-style jump starters will think it's black magic.

It's the Sealey 12V Electrostart Batteryless Power Starter, or the E/Start600 for short. Using supercapacitors instead of a conventional lead-acid or lithium battery, its clever electronics allow it to charge itself up from whatever power is left in the dying battery - from five volts upwards - then releases full power back into it to allow you to start it up. That's up to 300A, plus a 'glow' feature for starting cold, dead diesels. It weighs about 1.4kg, is small enough to live in the glove box, and doesn't need charging up before use. Watch Sealey's YouTube channel for a demo, then see [www.sealey.co.uk](http://www.sealey.co.uk) for details and your nearest stockist.



## Another Fine Mesh...

Get the bit between your gear teeth and build an upgraded rear end that can take what you're throwing at it with Motive Gear AX ring and pinion sets.

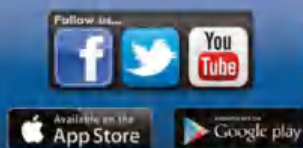
Built to Motive Gear's tough standards, the AX Series are much lighter than standard gear sets, reducing rotational mass, improving driveline efficiency and freeing up lost horsepower. They're available for most common axles including Ford, GM, Chrysler, AMC and Dana in dozens of ratios, and some come complete with an installation kit that includes shims, bearings and hardware. See [www.summitracing.com](http://www.summitracing.com) for details.

## Box Of Tricks

Sort your ignition system easily with Summit Racing's own 200mJ Multi-Spark CDI system.

Using the latest RISC-based microprocessor controlled circuitry, you get a hot 200mJ spark at full voltage, with multiple sparks below 3,000rpm to improve starting, idling and throttle response (and even emissions tests!). It features 630V primary/63,000V secondary output voltage, will draw just one amp per 1,000rpm and will operate on five to 18V. There's a built-in 0-9,900rpm rotary dial rev limiter, and all in a light cast aluminium housing with powdercoat finish. It's compatible with points, OE and aftermarket electronic, and even crank-trigger ignition systems, comes with direct plug-in connectors for most two-wire distributors, has labelled wiring and weather-proof connectors and all the stuff you'll need for simple hook-up.

See [www.summitracing.com](http://www.summitracing.com) for details.



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**1958 283 4-speed Convertible**  
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**2009 Corvette C6 in White with 6.2L S3 Engine Auto** Paddle Shift. Grey Leather interior. Very nice and rare late C6 with low mileage and tasteful black roof treatment. Very carefully looked after example in one of the best colours. 39,432 **£29,995**



**1988 Pontiac Fiero GT**  
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**1982 C3 Corvette CE Hatchback**  
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**1988 Corvette C4 5.7 Auto**  
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**1992 Corvette C4 Red 6-speed manual LT1 Convertible.**  
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**1963 327 Corvette Sting Ray Two-Tops Convertible** 1963 Stingray Convertible in Black with 1967 stinger hood and red interior, 4-speed manual transmission with Hurst shifter and freshly built 1964 327 V8 with Corvette aluminium heads. Rare chance to find a Two-Tops C2 convertible **£49,995**



**1988 Callaway Twin-Turbo 100 Plus Six Speed Convertible.** Dark Blue Bright Blue Leather 16,700 original miles. Local from new. In 'Collector's Corvette C4 1984-1996' pages 68-69. 1 of 3 Export - only 1988 100+ Editions with extra 100 bhp T56 6-speed. Stunningly fast. **£45,000**

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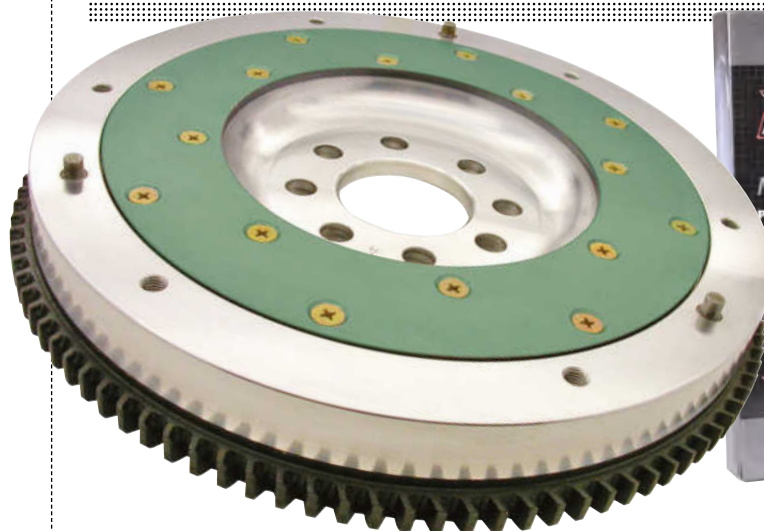




## Let's Not Do The Hop

**Wheel hop, or axle tramp, does nobody any favours, but you can cure your S195 Mustang's nasty habits with this rear suspension kit from UMI Performance.**

By lowering the rear end of the lower control arm by 2", 2.75" or 3.25", you can move your vehicle's instant centre, increase traction at launch, and knock at least a tenth off your 60-foot times. The brackets are made from 0.25" and 0.18" CNC laser-cut steel plate, while the matching control arms are 1x2" boxed steel with greasable poly bushes. Check them out at [www.umiperformance.com](http://www.umiperformance.com).



## Fly Weight

**The little 2.3 EcoBoost has a lot to prove to muscle Mustang fans, but it seems to be getting off to a good start.**

Help it along with a new Fidanza lightened flywheel. Made from top quality 6061T6 aluminium, it weighs in at under 14lbs (16.1kg), less than half the weight of the stock piece, to really keep acceleration and throttle response sharp and make that turbo four sing. See [www.fidanza.com](http://www.fidanza.com) for details, then speak to UK dealers [www.cambridgemotorspot.com](http://www.cambridgemotorspot.com) or [www.fensport.co.uk](http://www.fensport.co.uk).



## Out In Front

**Classic Industries is a leading light in repro parts, and some of their latest releases are ... well, leading lights, in this case parking lamp assemblies for the ever-popular '55 Chevy.**

Built to CI's exacting standards with mirror-finish chrome-plated housings, they come complete with new lenses, sockets, cables, gaskets, bulbs and mounting hardware, so you can fit them straight out of the box. Mopar fans will be happy too, with new repro stamped aluminium grille mouldings for 1970-72 A-body Valiant, Duster, Twister 340 and Scamp models. They're officially licensed Mopar restoration products, and come with mounting hardware. See [www.classicindustries.com](http://www.classicindustries.com) for details.



## EcoBreathe

**Filtration experts Pipercross are helping four-pot Mustang owners close the gap, too, with a high-performance foam panel filter that drops straight into the OE air box in the new Pony car.**

Made to fit perfectly, they're made from the same materials as the BTCC and WRC filters Pipercross supplies, provide 30% better flow than stock, filter even finer particles than stock, carry a lifetime warranty and won't void your factory warranty, so see [www.thepipercrossshop.co.uk](http://www.thepipercrossshop.co.uk) or call 01604 707750 and ask for part PP1951.

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## Gas Attack

**Nitrous Express have got you covered when it comes to gassing your motor, and they can even make it easy for the likes of new Mustang S550 owners.**

It's a simple fit, with a billet aluminium nitrous plate, billet and carbon-fibre Lightning solenoids, a bottle with billet Lightning 45 valve and stainless brackets, extra-long stainless braided nitrous hose, a plug-in fuel line adapter so you don't need to cut into your OE fuel system, and an auto-learning TPS switch that learns where wide-open throttle is. It comes with all other hardware, plus jets in stages from 50 to 400hp, and fits 2011-on Coyote 5.0 V8s. See [www.nitrousexpress.com](http://www.nitrousexpress.com).

While you're there, look at their single-entry billet Crossbar nitrous plates. There are 4150 or 4500 flange intake versions, and were designed for race classes that allow only one nitrous and one fuel jet... cunning! With no spray bars to damage, they can throw in up to 850hp of gas and come with all the high-tech gear you could need.



## Pony Handler

**The new S550 Mustang looks like being the new big thing, and with its new independent rear suspension set-up it can be made to handle, too, with help from the likes of BMR Suspension.**

Let's start with their adjustable front and rear anti-roll bar kits, cold-formed from 35mm (front) and 25mm (rear) DOM steel tubing, they increase your front anti-roll rate by 28-70% and rear by 63-208% over stock depending on which attachment hole you use. Thrust washers eliminate lateral movement, and poly bushes replace the squidgy factory rubber bushes. While you're under there, consider reducing wheel hop and getting harder launches and cornering with double-

adjustable rear toe rods. They don't bend and deflect like OE rods, but give you 1.5" of adjustability with the strong central adjuster to eliminate the OE eccentric bolts and offer on-car suspension tuning. Match them with a set of BMR's 6061-T6 billet aluminium vertical links with spherical bearings and you have a strong suspension with bind-free articulation, and it's even good to look at. See [www.bmrsuspension.com](http://www.bmrsuspension.com) and speak to your importer.

## Snake Skins

**New from Cobra Seats is the perfect bottom-perch to adorn any Shelby Cobra or Mustang Cobra - real or replica.**

Cobra Seats in Telford has released a fully licensed Shelby seat that would be the perfect addition to either car, with each one being painstakingly hand-finished in either leather or vinyl trim around a period-styled tubular frame. Although the detailing and design look as if they could have been penned by the great man himself, underneath that perfectly stitched exterior sits the very latest frame and padding technology, meaning that these new officially-endorsed Shelby seats are as safe as they are stylish. Appropriately enough, the grandfather of Cobra boss Mark Dunsford carefully hand-stitched the seats for the original AC Cobra first time around! Call **01952 684020** or see [www.cobraseats.com](http://www.cobraseats.com) for details.



## Cam And Get It

**Going the bolt-on fuel injection route with your small-block Chevy?**

Get an appropriate cam to go with it. Edelbrock can help you there, with their new Performer-Plus cams designed specifically for throttle-body EFI systems, offering improved throttle response and torque from off-idle to 5,500rpm and plenty of vacuum at idle, brilliant for daily drivers, cruisers or heavyweights. The cam comes with flat-tappet lifters, assembly lube and instructions. See [www.edelbrock.com](http://www.edelbrock.com) and speak to your Edelbrock dealer. While you're there, why not top off the project with an Edelbrock Signature series air filter, now available with the popular Edelbrock Pro-Flo performance element with Pro-Charge Clean strip that lets you know when it's time to clean the filter. Available in triple chrome or textured black, they fit most four-barrels or throttle-body EFIs.



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# gallery

## We're Jammin'

Our very own US photographer, Charlie Lewis, finds a radical build that's a real monster.

**Words & Photography:** Charlie Lewis

This very popular 1997 GMC monster truck is called Captain USA, and is owned by Jeff Bainter, who is also the builder and driver of this massive beast. Jeff of Yakima, Washington, has developed his love of auto mechanics and fabrication over many years, building trucks and Jeeps from the ground up. Eventually, he created the world's largest Jeep, named Hot Stuff,

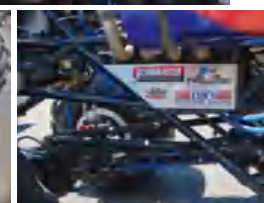
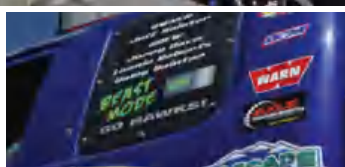
with which he impressed the Monster Jam officials, and in 1986 he began competing in the Monster Jam events. Captain USA is his latest creation, sponsored by Tire Factory, and is a successful competitor in the Monster Jam stadium and arena events. It was great to catch up with the original Captain USA truck and its owner, who has now been competing for more than 30 years.



### CAPTAIN USA Monster Truck

Vehicle owner/builder/driver: Jeff Bainter  
Hometown: Yakima Washington  
Years in competition: 31  
Year built: 1997  
Costs: \$150,000-plus  
Weight: 10,000lbs  
Height: 11ft  
Width: 12ft  
Horsepower: 1400hp 555ci Merlin, blown, methanol injection  
Body: GTS fiberglass extended cab Chevy  
Chassis: Patrick Enterprises

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gallery

Words: Alison Milward Photography: Darren Graham

## Gift Horse Power

**Christmas may just be a distant memory, but the Bagshot Breakfast cruisers gave a gift to remember.**

Christmas is coming and the goose is getting fat... as the old song goes, but in this instance it was the Christmas tree at Frimley Park Hospital, Ward F1, that was getting fat with the presents kindly donated by the attendees of the yearly Not Far From Bagshot Breakfast Christmas Toy Run.

Jackie and Mark Rumble started this breakfast meet and, four years ago, organised what has become a yearly cruise to Frimley Park Hospital. The meeting place is set as Pine Ridge Golf Club, breakfasts are served and then the socialising and fun begins.

At 11.30, Mark and Jackie draw the raffle and everyone waits with anticipation for their number to be drawn. Not even the grey skies can dampen the spirits of these generous hot rodders and car enthusiasts. The prizes kindly donated by many companies range from a passenger ride in an R8 to a teddy bear, something for everyone. The raffle finishes and →







it's then a matter of "start your engines". The air rumbles with the sound of V8s, excited drivers and passengers. Mark leads the cruise and as we wind our way through the Surrey roads, the site of these Christmas cars along with their appropriately dressed drivers and passengers (all Santas in their own right) turn the heads of passers-by.

We arrive at Frimley to be greeted by Jo Higson, the Ward manager on F1 (and what an appropriately named ward!). This was her first toy run and something even she is unlikely to forget. Presents are gathered, photos are taken and the staff, along with a few of the participants, deliver the presents to the ward. What an amazing site to see a Christmas tree surrounded by presents for these brave children at Christmas. The raffle money is counted and a fantastic £385 is raised to add to the present pile.

This run may be about those unfortunate children who may have to spend Christmas in hospital, however if it wasn't for the care of those special people called nurses and doctors, their stay would be a lot less pleasant. So although many of us participate in these runs let's not forget the staff who work tirelessly over the festive season to take care of our children. **ACM**



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For the best paint protection in the Galaxy drop in to planet earth and contact our specialists on 01733 390777, or fire up the Intergalactic net and warp to [www.paintshield.co.uk](http://www.paintshield.co.uk) and they will get you protected and on your way in next to no time (theory of relativity applies).



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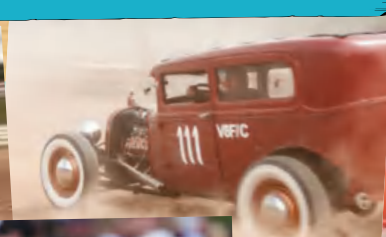
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## BEEN TO AN EVENT RECENTLY?

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Words: Dave Smith Photography: Sonia Hammond

## Fair Play

Visiting the fair where retro is always in fashion and the jukeboxes still rock'n'roll.

The Jukebox and Retro Fair is pretty self-explanatory. It's where traders and buyers in all sorts of memorabilia gather to check out the wares and exchange piles of modern money for pieces from the middle of last century. ➔







Jukeboxes will always take centre stage, of course, but there are neon signs, diner furniture, clothes, records and anything you can conceive of to drag your home back into the rock'n'roll era.

Where this event really scores is the car park. Not just row upon row of tattered Transits here; the car park is almost as much of an event as the fair itself, with British and American classic cars and bikes turning up to add an extra layer of class to proceedings. Late last year, →







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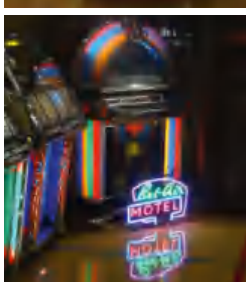
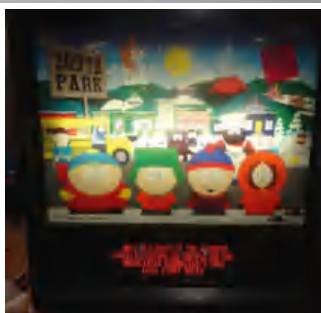
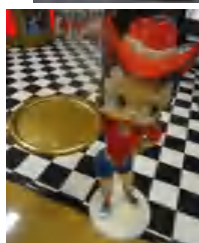
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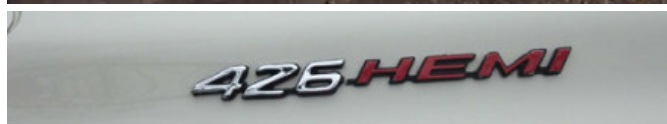
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# Muscle Car Corner

Paul Dodd started the new year in fine fashion, with a bracing trip to Brooklands.



What better way to start the year than to be surrounded by classic cars, which is exactly what happened when we went to Brooklands' New Year's Day gathering. This annual event used to attract up to 100 or so cars, but word of this nostalgic venue has got about so much that this year they recorded 1,568 going through the gates. You can be sure well over 1,600 attended as many were turned away and directed into nearby car parks as the place was full to capacity.

I was just about to fire up the Olds', a great hangover cure if ever there was one, when Jason rang to say not to bother as he had just arrived at Brooklands in the Trans Am and could not get in. So I jumped into my "civvy" instead and headed down there to find an equally huge queue to get in - they recorded over 7,000 visitors that day.

Once inside it was like entering an open air museum celebrating the history of the motor car, with just about every make and model you could think of from the early 1900s right up to present day. One minute I was admiring the amazing condition of an old Austin 7; the next the sleek lines and high-tech of a brand new Lamborghini Aventador. Mixed in with that were the likes of Aston Martin, Jaguar, Bentley, MG, Mini and Ford, as well as

Ferrari and Porsche, Mercedes and Rolls Royce, and many many more. I could go on, although this is supposed to be a column dedicated to the muscle car, but if you are a petrol head like me I am sure you appreciate all sorts of machinery; besides, amongst all this classic metal there were some muscle car gems to be found.

Sticking out like a sore thumb we soon spotted a beautiful, bright yellow 1970 Pontiac GTO Judge, all original, just how I like them nowadays. Equally impressive along the rows of cars parked on the old Brooklands banking was a white Vanishing Point-style Dodge Challenger that had 426 "HEMI" lettering on the hood - enough said, there - and beside it a '67 Coronet also in immaculate condition. Just a Porsche and a Jaguar up the line was an early Sixties Dart that looked like it did when it rolled off the assembly line, then later, parked beneath Concorde, a nice black '69 Charger.

Not to be outdone by Mopars, there were plenty of offerings from Ford old and new, with some exceptional iconic Sixties Mustangs on show and a raced-up Falcon from that era for good measure. Of course there were a good few from GM, too, including Camaros, one of which was a 'sleeper' '67 that had a

454 hidden under the hood, and Corvettes, the stand-out model being a beautiful '66 that would have put off purists with its 20" rims although they actually suited its classic lines really well.

All in all, then, there really was something for everyone here and it was heartwarming to see that in this world of modern-day cars without soul there are still thousands of us out there with a passion for "real, proper" cars.

Of course, we are always on the lookout for any car if it's American, in my case especially if it's muscle car shaped and/or

street/strip orientated, and if I come across something that is magazine-worthy I often give our Ed' the nod. Next thing you know it is gracing these pages, a perfect example being Jerry Raymond's Plymouth Fury that is featured this month. Said car does not have to be immaculate or matching-numbers or run sub-10 second quarter mile times; it just has to have a certain look, but instead of us trying to find you, let's see what you've got. Send us some pics of your ride and a bit about it. If nothing else, it's good to keep an eye on the opposition!



Want to get in touch with Paul? Email [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com) or write to the address on page 3



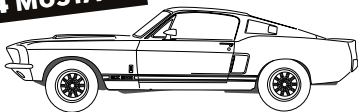
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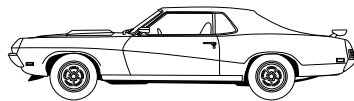
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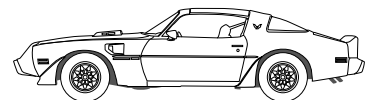
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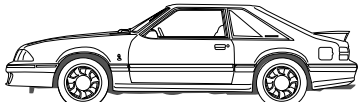
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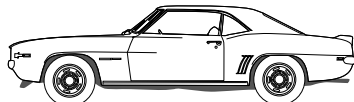
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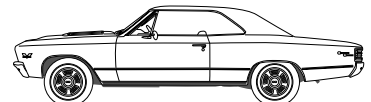
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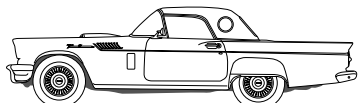
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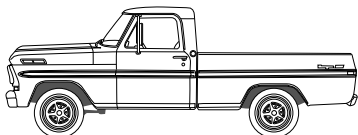
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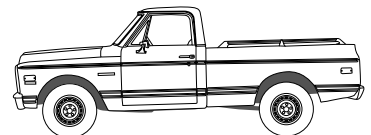
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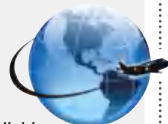


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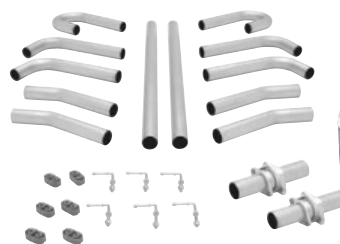
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